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 REGIONAL ECONOMIC EXPANSION CANADA  
EXPANSION ÉCONOMIQUE RÉGIONALE CANADA

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# SECOND SPECIAL AREAS AGREEMENT



GOVERNMENT OF CANADA  
and  
GOVERNMENT OF THE PROVINCE OF  
NEWFOUNDLAND





NEWFOUNDLAND  
SECOND FEDERAL-PROVINCIAL AGREEMENT  
ON SPECIAL AREAS

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THIS AGREEMENT made this 9th day of August, 1971

BETWEEN:

THE GOVERNMENT OF CANADA, (hereinafter  
called "Canada"),

OF THE FIRST PART,

AND:

THE GOVERNMENT OF THE PROVINCE OF  
NEWFOUNDLAND, (hereinafter called  
"the Province"),

OF THE SECOND PART.

THIS AGREEMENT is entered into on behalf of Canada by the Minister of Regional Economic Expansion and on behalf of the Province by the Minister of Community and Social Development.

WHEREAS Canada and the Province have agreed that more rapid economic expansion and social adjustment in Newfoundland can be achieved by stimulating the growth of viable new employment opportunities in manufacturing and processing; by increasing output in the primary industries and output and employment in the secondary industries based on the further processing of raw materials to more highly finished forms; by increasing employment in other secondary manufacturing and tertiary industries through improving managerial and marketing skills; by increasing the rate of population growth in those centres with the greatest locational advantage for secondary and tertiary industries; and by improving the access of rural people to employment opportunities through education, training and enhancement of mobility;

AND WHEREAS pursuant to section 24 of the Government Organization Act, 1969 of Canada, the Governor in Council, after consultation with the Province, has by Order in Council P.C. 1970-613 of the 8th day of April 1970, designated, for the period of April 1, 1970 to June 30, 1972 the areas in the Province of Newfoundland described in Schedule "A" hereto attached, as special areas requiring special measures to facilitate economic expansion and social adjustment;





AND WHEREAS pursuant to section 26 of the said Act, the Minister of Regional Economic Expansion has, in co-operation with the Province, formulated plans for economic expansion and social adjustment for the said special areas, which have been approved by the Governor in Council by Order in Council P.C. 1970-613 of the 8th day of April, 1970;

AND WHEREAS Canada and the Province entered into an Agreement on Special Areas and Highways, dated the 21st day of April, 1970 (hereinafter referred to as the "First Special Areas Agreement") to facilitate priority action which could be commenced in 1970 for the implementation of the said plans;

AND WHEREAS the Governor in Council has by Order in Council P.C. 1971-1200 of the 15th day of June, 1971 extended to March 31, 1975 the period of designation of the said special areas and the period of application of the said plans, and this Agreement is intended to replace the First Special Areas Agreement and to provide for the further implementation of the said plans during the period April 1, 1971 to March 31, 1975;

AND WHEREAS the Governor in Council by Order in Council P.C.1970-1605 of the 3rd day of August, 1971 has authorized the Minister of Regional Economic Expansion to execute this Agreement on behalf of Canada;

AND WHEREAS under sections 9 and 11 of the Department of Community and Social Development Act, 1966, being Act No. 42 of the 1966 Statutes of Newfoundland, the Minister of Community and Social Development is, subject to the approval of the Lieutenant-Governor in Council, empowered to enter into this Agreement;

AND WHEREAS the Lieutenant-Governor in Council has by Order in Council 698-'71 of the 4th. day of August 1971 authorized the Minister of Community and Social Development to execute this Agreement on behalf of the Province;

NOW THEREFORE the parties hereto mutually agree as follows;

1. In this Agreement:

- (a) "Federal Minister" means the Minister of Regional Economic Expansion of Canada and includes anyone





- authorized to act on his behalf;
- (b) "Provincial Minister" means the Minister of Community and Social Development of the Province, and includes anyone authorized to act on his behalf;
  - (c) "Ministers" means the Federal Minister and the Provincial Minister;
  - (d) "First Special Areas Agreement" means the above-mentioned Federal-Provincial Agreement of April 21st, 1970;
  - (e) "Joint Planning Committee" means the committee referred to in section 28 of this Agreement;
  - (f) "Liaison Committee" means the committee referred to in section 11 of this Agreement;
  - (g) "municipality" includes any local authority within the Province approved for the purposes of this Agreement by the Ministers;
  - (h) "present special areas" means the areas described in Schedule "A" attached hereto;
  - (i) "term of this Agreement" means the period April 1, 1971 to March 31, 1975 inclusive.

#### SUBJECT MATTER

2. The Schedules attached to and forming part of this Agreement are:

Schedule "A": A legal description of each of the present special areas.

Schedule "B": A list of projects that the Province will endeavour to have carried out under this Agreement, with the assistance of contributions and loans made by Canada through the Department of Regional Economic Expansion.

Part I thereof consists of projects that were included in the First Special Areas Agreement and have been transferred to this Agreement.





Part II consists of new projects.

Part III consists of feasibility investigation and engineering design projects.

Schedule "C": A General Program Outline, designed to explain the background to and the approach of this Agreement.

3. Canada will finance the projects listed in Schedule "B" by contributions and loans to the extent and in the manner specified in the said Schedule.

4. The Province anticipates that the Provincial and municipal expenditures on capital works in the present special areas and highways in Newfoundland apart from and in addition to the expenditures on projects in Schedule "B" attached hereto will amount to approximately \$35.8 million in the period April 1, 1971 to March 31, 1972.

5. (1) Subject to sub-section (4) the Province will undertake, either directly or through agencies of the Province, or will endeavour to arrange for the municipalities concerned to undertake, during the term of this Agreement, the projects listed in Schedule "B".

(2) The Province or the municipality concerned, as the case may be, will acquire all lands and interests in lands that are required for the projects.

(3) The financing by Canada of the projects provided for by this Agreement does not confer upon Canada any proprietary interest in the physical assets constructed or acquired pursuant to this Agreement, which shall be and remain the property of the Province or the municipality, as the case may be, which will take over each physical project on completion and will thereafter accept full responsibility for its operation, maintenance and repair, except where other Federal-Provincial arrangements may apply.

(4) Although the Province or the municipality concerned will let any contracts that may be necessary for the projects listed in Part III of Schedule "B", the arrangements for the work shall





require the prior approval of the Joint Planning Committee, as provided for in section 19(2), and performance of the work shall be under the general direction of a sub-committee of Federal and Provincial officials appointed jointly by the Co-Chairmen of the Joint Planning Committee and the Liaison Committee. When such a project has been completed, it will be the function of the Joint Planning Committee, in its annual review of Schedule "B" as mentioned in section 28(2)(e), to recommend to the Ministers what, if any, construction project should be added to Part II of Schedule "B". In the event that construction thereof is accepted for implementation under this Agreement, the 10% allowance provided for by section 8(1)(a)(ii) shall be reduced by the amount of the contribution made by Canada in respect of the cost of the feasibility investigation and preliminary design of the project. It is understood and agreed that nothing in this sub-section shall be deemed to imply any obligation by Canada or the Province to accept any such project for implementation.

6. It is understood and agreed that where a project mentioned in this Agreement is to be undertaken by a municipality, the Province will make such arrangements with the municipality as are necessary to enable the Province to implement its undertakings under this Agreement.

7. The Province will commence, or will endeavour to arrange for the municipalities concerned to commence, actual implementation during the term of this Agreement of all projects listed in Schedule "B" that have not already been commenced. Unless the Federal Minister on the recommendation of the Liaison Committee otherwise agrees, Canada will not be responsible for any expenditures incurred after the deadline specified in Schedule "B" for the project concerned, nor will Canada pay any claim which is not received within twelve months after the said deadline.

8. (1) Subject to sub-sections (2) and (3), the costs to be financed or shared under this Agreement by Canada are:

(a) in respect of the projects, or portions thereof,





listed in Parts I and II of Schedule "B":

- (i) all direct costs, except administrative, survey, engineering and architecture costs, that in the opinion of the Liaison Committee have been reasonably and properly incurred after March 31, 1971 for the implementation of the projects by the Province or the municipality concerned, as the case may be; and
  - (ii) ten per cent (10%) of the costs payable pursuant to clause (i) of this paragraph (a), as an allowance towards all other costs, one-half of which allowance, based on the estimated cost of the project in Schedule "B", may be paid when the Liaison Committee has approved the preliminary design of the project, and the adjusted remainder of which shall be paid with the final payment in respect of the implementation of the project; provided, however, that in the application of this clause (ii) to the projects listed in Part I of Schedule "B", each project shall be taken as a whole, and costs incurred under the First Special Areas Agreement and amounts paid by Canada under paragraph (b) of sub-section (1) of section 6 of that Agreement shall, for the purpose of calculating the amount payable by Canada in respect of such project under this clause (ii), be taken into account as if they had been incurred or paid under this Agreement;
- (b) in respect of the projects listed in Part III of Schedule "B", the costs that, in the opinion of the Joint Planning Committee, have been directly, reasonably and properly incurred after March 31, 1971 for the implementation of the projects by the Province or the municipality concerned, as the case may be, including, without limiting the generality of the foregoing, the salaries and travelling expenses of temporary and permanent





employees of the Province or the municipality concerned, as the case may be, while directly engaged in the performance of the projects.

(2) Costs incurred under the First Special Areas Agreement before April 1, 1971 that have not been reimbursed by Canada by April 30, 1971 shall be reimbursed under this Agreement.

(3) The costs to be financed by Canada do not include any costs relating to the acquisition of lands or interests in lands, except where otherwise specified in Schedule "B", in which case the financing by Canada shall be entirely on a loan basis.

9. (1) Canada's obligation with respect to the financing of each project shall be limited to the estimated cost specified for such project in Schedule "B", unless the Federal Minister agrees, on the recommendation of the Liaison Committee, that a higher cost is reasonable and warranted, and that funds are available.

(2) If at any stage of a project it appears to the Province that the cost thereof will exceed the estimated cost specified for such project in Schedule "B", the Province shall promptly so inform the Liaison Committee and state the reasons for such increase.

10. Notwithstanding anything in this Agreement, the total amount payable by Canada under this Agreement shall not exceed:

- (a) with respect to the projects listed in Part I of Schedule "B" the amount of \$62,030,000 for contributions and the amount of \$19,610,000 for loans, for Projects 1.1 to 1.54 inclusive, plus \$900,000 in contributions for Project 1.55, less the amounts paid by Canada to April 30, 1971 under the First Special Areas Agreement;
- (b) with respect to the projects listed in Part II of Schedule "B", the total of the amounts listed in said Part II for Projects 2.2 to 2.24 inclusive plus 15%, that is to say, for contributions the amount of \$10,981,350 and for loans the amount of \$14,525,650, plus \$2,000,000 in contributions for Project 2.1; and



- (c) with respect to the projects listed in Part III of Schedule "B", the amount of \$834,375 for contributions.

#### LIAISON COMMITTEE

11. (1) The Liaison Committee established under the First Special Areas Agreement and composed of an equal number of representatives of each party will be continued in existence under this Agreement to fulfil the responsibilities identified for it in this Agreement and to monitor and report on all stages of the planning, design and construction or implementation of the projects listed in Schedule "B", except those listed in Part III thereof, including matters related to the award of contracts at all stages.

(2) Canada and the Province agree to provide the said Liaison Committee with all information necessary for the performance of its functions.

#### LOANS

12. (1) Where financing by Canada of a project is wholly or partly on a loan basis, the Province will repay the loan to Canada, with interest, over the period specified for such loan in Schedule "B", which period (hereinafter referred to as the "amortization period"), shall in each case commence on the 31st day of March of the fiscal year in which the project is completed, such repayment to be made as follows:

- (a) interest with respect to all payments made by Canada shall be calculated from, but not including the date of each payment, at the rate applicable at the time each payment is made, as determined by the Minister of Finance of Canada from time to time in respect of advances of funds provided to Crown Corporations by the Department of Finance; and interest not paid but





accrued to the date of commencement of the amortization period shall be capitalized as at said date and shall be added to the principal amount of each payment, and the total amount shall be deemed to be principal for the purposes of paragraphs (c) and (d);

- (b) interest on the accrued interest as provided for in (a) above shall be calculated from the date of commencement of the amortization period at the rate applicable at the date of commencement of the amortization period, as determined by the Minister of Finance in respect of advances to Crown Corporations by the Department of Finance;
- (c) the principal amount of each payment, including the accrued interest, shall be treated as a single sum and amortized at a rate of interest computed as a weighted average of all the rates borne by the said principal amounts including the accrued interest; and
- (d) at the end of each year of the amortization period, interest at the rate prescribed by paragraph (c) shall be payable on the unrepaid principal amount of the loan, together with such part of the unrepaid principal amount as will result in repayment of the principal amount and interest in equal annual instalments over the amortization period; provided, however, that the Province may repay the loan at any earlier time, without notice or bonus, by paying to Canada the unrepaid principal amount of the loan together with accrued interest to the date of such repayment.

(2) For the purpose of this Agreement, the date of completion of a construction project means the date when the Province or the municipality, as the case may be, accepts the project from the contractor; in all other cases the date of completion shall be that determined by the Liaison Committee, but unless the Federal Minister otherwise agrees, shall not be later than the deadline specified in Schedule "B" for the project concerned.





13. Where the financing of a project by Canada is partly by way of contribution and partly by way of loan, each payment by Canada shall be deemed to be part contribution and part loan in the same ratio as specified for that project in Schedule "B", and interest on the loan portion shall be computed in accordance with section 12.

#### PAYMENT PROCEDURE

14. Subject to section 15, payments by Canada shall be promptly made to the Province on the basis of progress claims setting out the costs actually incurred and paid for the project, submitted in a form and verified in a manner satisfactory to the Federal Minister.

15. (1) In order to assist with the interim financing of projects, Canada may, if the Province so requests, make interim progress payments to the Province not exceeding 90% of Canada's share of claims submitted, based on estimates of expenditures actually incurred as certified by a senior officer of the Province or the municipality, as the case may be.

(2) The Province will account for each such interim progress payment by submitting to Canada, within the quarter following such payment, a detailed statement of the actual expenditures concerned, verified in a manner satisfactory to the Federal Minister. Any discrepancy between the amounts paid by Canada by way of interim progress payments and the amounts actually payable by Canada shall be promptly adjusted between Canada and the Province.

(3) If so requested by the Province, the Federal Minister may, at his discretion, following the award of a contract or the purchase or expropriation of land with respect to a project under Parts I or II of Schedule "B", authorize an advance payment by Canada to the Province in an amount not exceeding 75% of Canada's share of the estimated amount payable under such contract, purchase or expropriation. Advances made under this sub-section will be accounted for by the Province by way of monthly progress claims submitted in the form and verified in the manner required under section 14.

(4) The Province shall remain obligated to account for interim



progress payments or advance payments made by Canada under the First Special Areas Agreement until all such payments have been fully accounted for.

16. The Province will make appropriate financial arrangements with the municipalities concerned in respect of payment for projects which it arranges for the municipalities to undertake.

#### RECORDS AND AUDIT

17. The Province will ensure that proper and accurate accounts and records relating to each project are maintained by the Province or the municipality, as the case may be, and the Province will be responsible for auditing and certifying the cost of the projects for the purpose of progress claims in respect of projects undertaken by municipalities.

18. Canada may audit the amounts of all progress claims, and the Provincial accounts and records relating thereto, including any progress claims made under the First Special Areas Agreement that have not yet been audited by Canada, and any discrepancy between the amounts paid by Canada and the amounts actually payable by Canada under this Agreement or the First Special Areas Agreement shall be promptly adjusted between Canada and the Province.

#### CONSTRUCTION AND IMPLEMENTATION PROCEDURE

19. (1) The financing by Canada of the projects listed in Parts I and II of Schedule "B" is conditional upon the observance of the following procedures:

- (a) the preliminary design, costs estimates and evidence of adherence to relevant construction standards must be approved by the Liaison Committee before working drawings are commenced;
- (b) final working drawings, specifications, final estimates and time schedules must be approved by the Liaison Committee;
- (c) the tender documents must be approved by the Liaison Committee before tenders are called;









- (k) any member of the Liaison Committee or his representative shall be permitted to inspect the project at all reasonable times for the purpose of verifying progress claims and obtaining any other information concerning the project which may be required by the Federal Minister or the Provincial Minister;

provided however the paragraphs (e), (h) and (j) of this sub-section do not apply to contracts that involve only the administrative, survey, engineering or architecture costs referred to in section 8(1)(a)(i).

(2) The financing by Canada of the projects listed in Part III of Schedule "B" is conditional upon the prior approval by the Joint Planning Committee of the arrangements for the performance of the work.

(3) Contracts and purchases in respect of projects listed in Part I of Schedule "B" that have been made or approved under the First Special Areas Agreement are hereby accepted as complying with the requirements of this section.

(4) Contracts and purchases made and work done prior to the date of this Agreement in respect of projects listed in Part II of Schedule "B" are accepted as complying with the provisions of this section if they are approved in writing by the Federal Minister on the recommendation of the Liaison Committee.

20. Canada will supply, erect and maintain

- (a) during the course of construction of each construction project, a project sign or signs specifying that it is a Canada Regional Development Project financed by contributions and/or loans by the Department of Regional Economic Expansion of the Government of Canada (and any other Federal agency where relevant) and carried out in co-operation with the Province and (where relevant) the municipality concerned, or such other wording to the like effect as may be agreed to by the Ministers; and
- (b) upon completion of each construction project, a permanent sign or plaque to the like effect.





21. Any official opening ceremony for each project will be arranged by the Federal Minister in co-operation with the Provincial Minister.

#### REGIONAL DEVELOPMENT INCENTIVES

22. In the case of special areas that are within a "designated region" under the Regional Development Incentives Act, the Federal Minister will make use of the incentives available under that Act.

#### AGRICULTURAL AND RURAL DEVELOPMENT ACT

23. Canada and the Province, in utilizing their intended 1970-75 Agreement under the Agricultural and Rural Development Act will give priority to objectives for social adjustment and resource development or rationalization in the Province generally. In their determination of programs and projects under the ARDA Agreement, the Province will give particular priority to those which will complement the purposes of this Special Areas Agreement.

#### MINERAL DEVELOPMENT PROGRAM

24. Canada and the Province take note of their proposed Agreement for mineral development in Newfoundland which is intended to complement the purposes of this Agreement.

#### CANADA-NEWFOUNDLAND DEVELOPMENT CORPORATION

25. Canada and the Province take note of their proposed establishment of a Canada-Newfoundland Development Corporation, and will endeavour to operate the Corporation to facilitate the achievement of the purposes of this Agreement in the special areas and for the Province generally.

#### FUTURE ARRANGEMENTS

26. Canada and the Province agree to consider jointly further plans designed to facilitate the realization of the potential for economic expansion and social adjustment in the present special areas and to consider jointly also possible plans with similar



objectives for other areas that might from time to time be designated by the Governor in Council as special areas.

27. Canada will endeavour to provide to the Province financing for such Provincial and municipal works and facilities as are agreed to be beyond the financial resources of the Province and the municipalities concerned but necessary to the execution of such plans.

#### JOINT PLANNING COMMITTEE

28. (1) The Canada-Newfoundland Joint Planning Committee established under the First Special Areas Agreement and composed of representatives of Canada and the Province jointly agreed by the Ministers will be continued in existence under this Agreement to assist Canada and the Province in fulfilling their obligations under this Agreement, including those mentioned in section 26.

(2) In addition to the functions specified elsewhere in this Agreement, the functions of the Committee will be to advise the Ministers on, but not exclusively, the following:

- (a) the identification of measures to facilitate economic expansion and social adjustment in the Province generally;
- (b) the identification of possible special areas or the modification of the present special areas, within the context of the development of the provincial economy;
- (c) the need for, appropriate means, progress and results of consultations with the people of the special areas and with appropriate groups and agencies including federal and provincial departments and agencies that will facilitate the preparation and implementation of development plans, programs and projects;
- (d) the preparation of development plans for the special areas and the identification and definition of measures, programs and projects necessary for the execution of plans in special areas; and





- (c) to conduct an annual review of Schedule "B" for the purpose of considering and recommending to the Ministers whether any new projects or programs should be added thereto or any other revisions thereof should be made.

(3) The Committee shall be composed of representatives of Newfoundland and Canada jointly agreed by the Ministers.

GENERAL

29. Canada and the Province will from time to time during the term of this Agreement conduct joint evaluations under arrangements to be agreed to by the Ministers, for the purpose of assessing the extent to which the projects being carried out under this Agreement are contributing to economic expansion and social adjustment; for the purposes of such evaluations each party will make available all relevant information.

30. The Province will indemnify and save harmless Canada from any and all claims and demands of third parties in any way arising out of the financing by Canada of the projects, except as such claims or demands relate to injury or loss attributable to the act or negligence of any officer, employee or agent of Canada.

31. All construction work for the projects shall be subject to and carried out in accordance with labour conditions and standards to be agreed to by Canada and the Province.

32. The following conditions relevant to employment and the award of contracts shall apply in respect of all projects carried out under this Agreement.

- (a) recruiting of labour shall be conducted through the Canada Manpower Centres, unless the Liaison Committee considers that the service cannot reasonably be provided;



- (b) in the employment of persons on a project there shall be no discrimination by reason of race, sex, religion or political affiliation.

33. In respect of all projects carried out under this Agreement, Canadian material and manpower will be used to the full extent to which it is procurable, consistent with proper economy and the expeditious carrying out of the project.

34. In the event of any dispute between the parties hereto on any question of law or fact arising out of this Agreement or the performance thereof, it shall be submitted to and determined by the Federal Court of Canada pursuant to the Federal Court Act of Canada.

35. The provision of financing by Canada and the Province under this Agreement is subject to Parliament and the House of Assembly of Newfoundland having provided funds for such financing in the fiscal year in which financing is to be provided.

#### AMENDMENTS

36. This Agreement, including the Schedules thereto, may be amended from time to time by the agreement of the Ministers expressed in writing, except that any amendment to the total amounts of \$76,745,725 for contributions and \$34,135,650 for loans specified in section 10 requires the approval of the Governor in Council and any amendment to Schedule "A" may be made only in consequence of a change of special area designation made by the Governor in Council.

#### REVOCATION

37. The First Special Areas Agreement, as amended, is hereby revoked and replaced by this Agreement, effective the date of this Agreement.



IN WITNESS WHEREOF, this Agreement has been executed on behalf of Canada by the Minister of Regional Economic Expansion and on behalf of the Province by the Minister of Community and Social Development in the presence of

GOVERNMENT OF CANADA

Garnet Gensie  
Witness

Minister of  
Regional Economic Expansion

GOVERNMENT OF NEWFOUNDLAND

Witness  
Witness

William W. Hume  
Minister of  
Community and Social Development





SCHEDULE "A"

SPECIAL AREAS

The following areas of Newfoundland are designated as special areas for the purposes of Part IV of the Government Organization, 1969:

(a) "St. John's Special Area"

The area of the Avalon Peninsula bounded as follows:  
commencing at Whaleback Rock on Tor Bay; thence southerly along the east coast of the Avalon Peninsula to Gallows Cove on Witless Bay; thence westerly to the northern point of Velvet Heart Pond; thence north-westerly to the northern point of Bishop's Pond; thence northerly to the most eastern point of Fling Big Pond; thence northeasterly to the most easterly point of Beaver Pond; thence southerly to Crockers Cove; thence starting southerly along the coastline of Conception Bay and following the coastline south and east and then north and east beyond Portugal Cove to Ore Head; thence easterly to the point of commencement at Whaleback Rock.

(b) "Corner Brook Special Area"

Commencing at the point where Blow Me Down Brook enters the Bay of Islands; thence in a straight line in a southeasterly direction to the northernmost edge of Burnt Pond; thence in a straight line in an easterly direction to the most westerly point of Breeches Pond; thence in a straight line in a northeasterly direction to the point at which Trout Creek enters South Brook; thence in a straight line due northeast to Blue Gulch Brook; thence in a straight line due northwest to the south shore of Deer Lake; thence in a straight line in a westerly direction to the northernmost tip of Rubber Lake; thence due west to Pynns Pond; thence in a



straight line in a northwesterly direction to the point where Whites Brook enters the Bay of Islands; thence south along the shore of the Bay of Islands to Melver's Point; thence along the north shore of the Humber Arm in a southeasterly direction to the entrance of the Humber River; thence west along the south shore of the Humber Arm to the point of commencement.

(c) "Burin Special Area"

Bounded as follows: from Galton Point on d'Argent Bay southerly along the coast of Placentia Bay beyond St. Lawrence to Chambers Point; thence northerly to the most northerly point of Long Pond; thence northeasterly to the northernmost part of Rocky Pond; thence northwesterly to the top of Beacon Hill; thence southwesterly to the point where the Little Barasway Brook and Gull Pond join; thence westerly to Fortune Tolt; thence northwesterly to the top of Mount Pleasant and continuing in the same direction to Fortune Bay; thence following the coastline of Fortune Bay in an easterly and then northeasterly direction past Garnish to Doughball Head; thence easterly to the point of commencement.

(d) "Happy Valley Special Area"

Bounded as follows: starting at the most western point of Gosling Lake, running in a southwesterly direction to the westernmost point of Alexander Lake; thence due south to the northern shore of the Churchill River (formerly known as the Hamilton River); thence following the northern shore of the Churchill River in an easterly direction to the entrance of the Churchill River to Goose Bay; thence westerly along the southern shore of Goose Bay around the shoreline of Terrington Basin; thence northerly along the shore line to the entrance of the Gosling





River; thence northwesterly along the Gosling River to the point where it joins Gosling Lake then in a westerly direction along the shoreline of Gosling Lake to the point of commencement.

(e) "Come by Chance Special Area"

Commencing at Come by Chance Point on Placentia Bay; thence in a straight line in a northeasterly direction to a point on the C.N.R. two miles north of Goobies; thence in a straight line in a southeasterly direction to the top of Centre Hill; thence in a straight line in a southerly direction to the westernmost point of Great Mosquitoe Cove; thence in a straight line in a southwesterly direction to the westernmost point of Jack Pond; thence due west to the eastern shore of Great Southern Harbour; thence following in a generally northwesterly direction the coast of Placentia Bay to the point of commencement.

(f) "Grand Falls-Botwood-Gander Special Area"

Commencing at Jobs Cove on Burnt Bay; thence southerly along the western shore of Burnt Bay to its southernmost point; thence in a straight line in a southerly direction to the northern tip of Indian Arm Pond; thence in a straight line in a southeasterly direction to the westernmost point of Whitmans Pond; thence in a straight line in a southeasterly direction to the easternmost point of Deadmans Pond; thence in a straight line due south to the northern shore of Gander Lake; thence in a westerly direction along the northern shore of Gander Lake to Kings Point; thence in a straight line in a northwesterly direction to the westernmost point of Conoway Lake; thence in a straight line in a westerly direction to the point at which Rattling



Brook joins Rattling Lake; thence in a straight line in a southwesterly direction to the southernmost point of Island Pond; thence in a straight line in a northwesterly direction to the westernmost point of Rushy Pond; thence in a straight line in a northeasterly direction to the southernmost edge of the Northern Arm of the Bay of Exploits; thence in a straight line in a northeasterly direction to the point of commencement.

(g) "Stephenville Special Area"

Commencing at the mouth of Romaines Brook on the north shore of St. George's Bay; thence commencing easterly and following the shore of St. George's Bay to the mouth of Flat Bay Brook; thence along the Flat Bay Brook in an easterly direction to the point where it is crossed by the Trans-Canada Highway; thence along the Trans-Canada Highway in a northeasterly direction to its junction with Highway 47; thence in a straight line due west to Romaines Brook; thence southerly along Romaines Brook to the point of commencement.

(h) "Hawke's Bay - Port au Choix Special Area"

From the Portage Rapids of the Torrent River on Western Brook Pond in a straight line in a northwesterly direction toward Querré Island to the south shore of Back Arm on St. John Bay; thence generally southerly along the coast of the Gulf of St. Lawrence to Ourson Point on Hawke's Bay; thence southeasterly to the southernmost point of Western Brook Pond; thence along the western shore of Western Brook Pond to the point of commencement.



# ST. JOHN'S SPECIAL AREA ZONE SPÉCIALE DE ST-JEAN



PUBLIÉE 1971  
Sous - SECTION DE LA CARTOGRAPHIE  
DIVISION DE L'INFORMATION  
MINISTÈRE DE L'EXPANSION ÉCONOMIQUE RÉGIONALE

PUBLISHED 1971  
CARTOGRAPHIC UNIT  
PUBLIC INFORMATION DIVISION  
DEPARTMENT OF REGIONAL ECONOMIC EXPANSION





# CORNER BROOK SPECIAL AREA ZONE SPÉCIALE DE CORNER BROOK

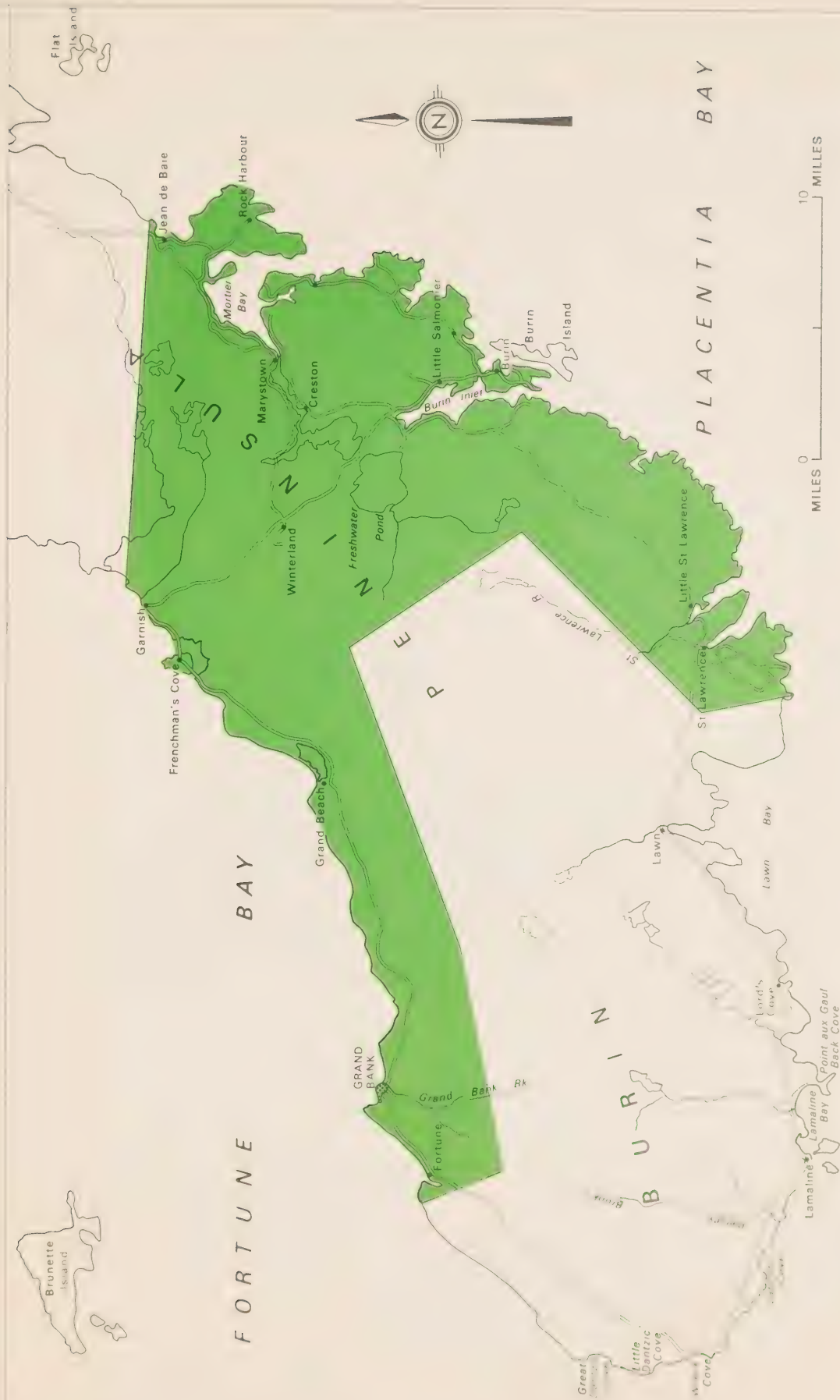


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 CARTOGRAPHIC UNIT  
 PUBLIC INFORMATION DIVISION  
 DEPARTMENT OF REGIONAL ECONOMIC EXPANSION

PUBLIÉE 1971  
 SECTION DE LA CARTOGRAPHIE  
 DIVISION DE L'INFORMATION  
 MINISTÈRE DE L'EXPANSION ÉCONOMIQUE RÉGIONALE



# BURIN SPECIAL AREA ZONE SPÉCIALE DE BURIN



PUBLIÉE 1971  
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# HAPPY VALLEY SPECIAL AREA ZONE SPÉCIALE DE HAPPY VALLEY

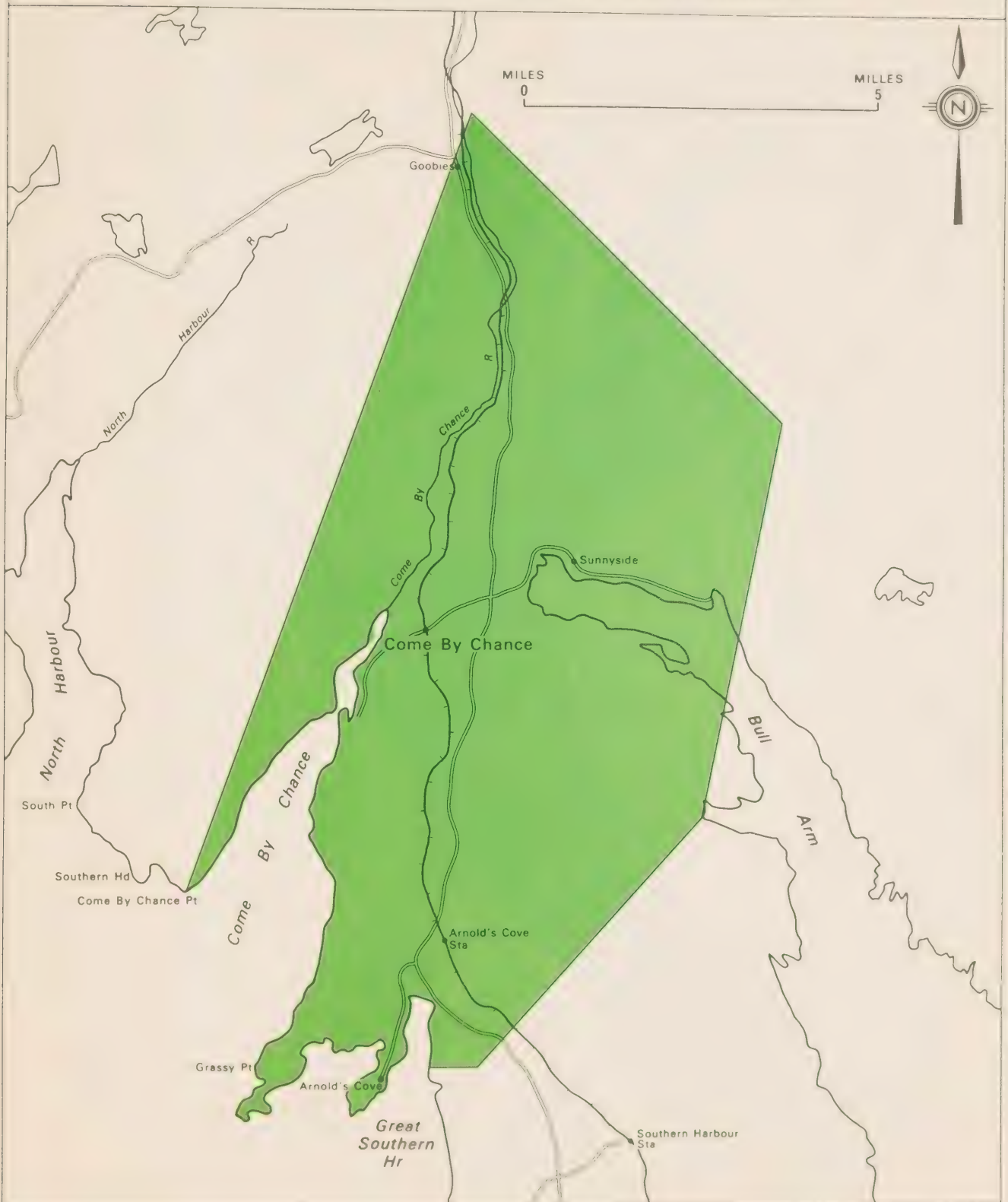


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# COME BY CHANCE SPECIAL AREA ZONE SPÉCIALE DE COME BY CHANCE

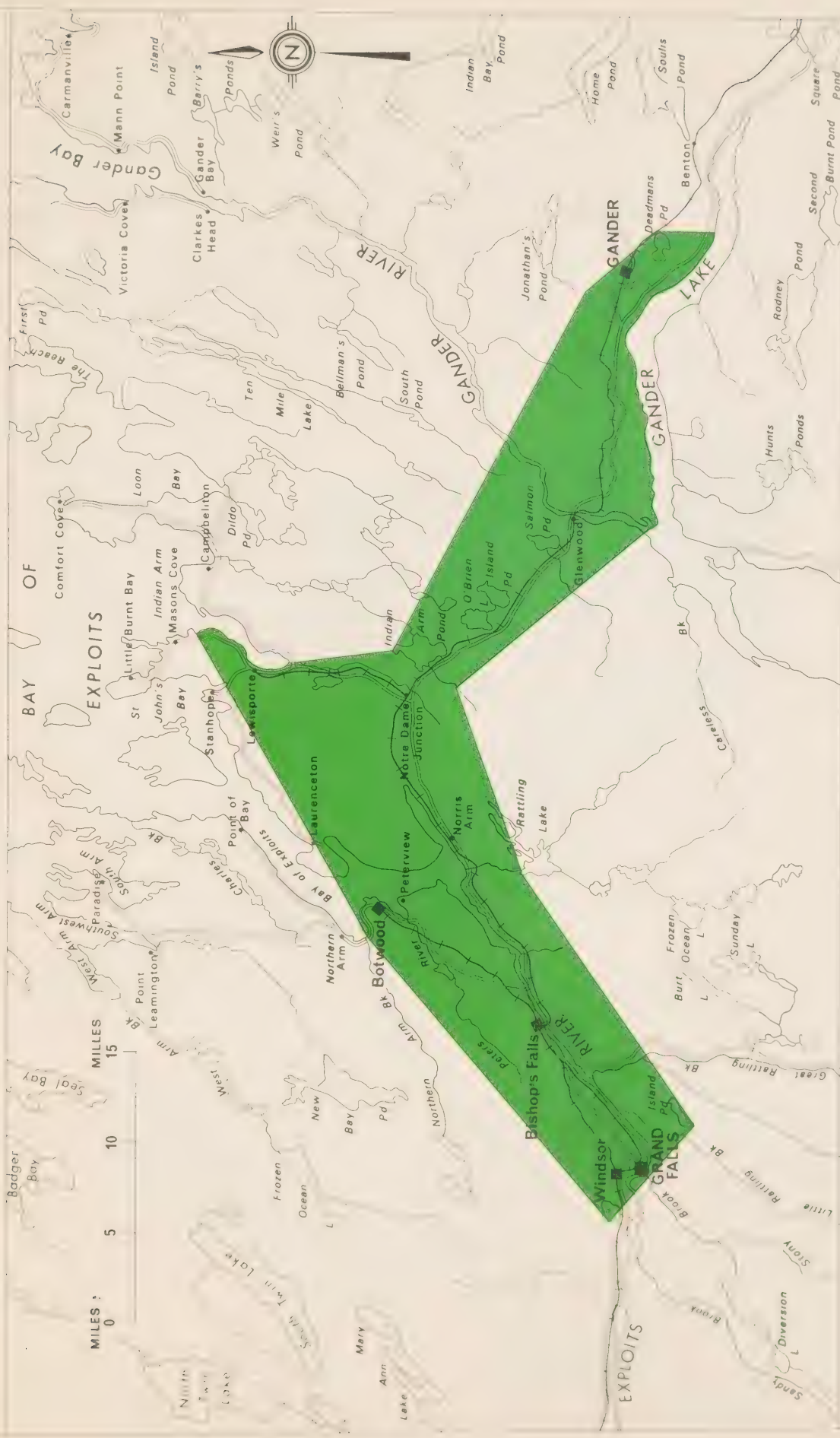


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# GANDER-GRAND FALLS SPECIAL AREA ZONE SPÉCIALE DE GANDER-GRAND FALLS



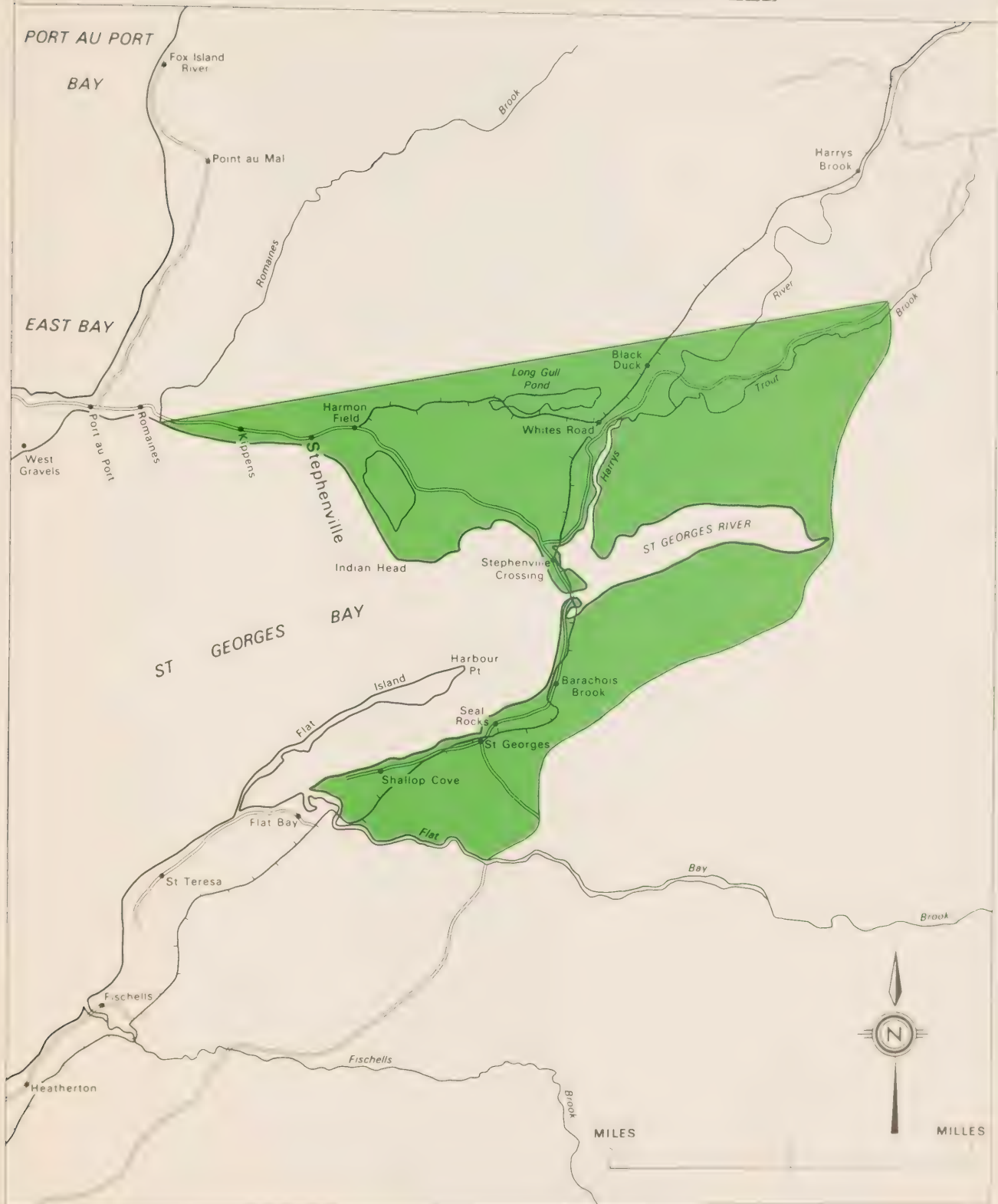
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# STEPHENVILLE SPECIAL AREA ZONE SPÉCIALE DE STEPHENVILLE

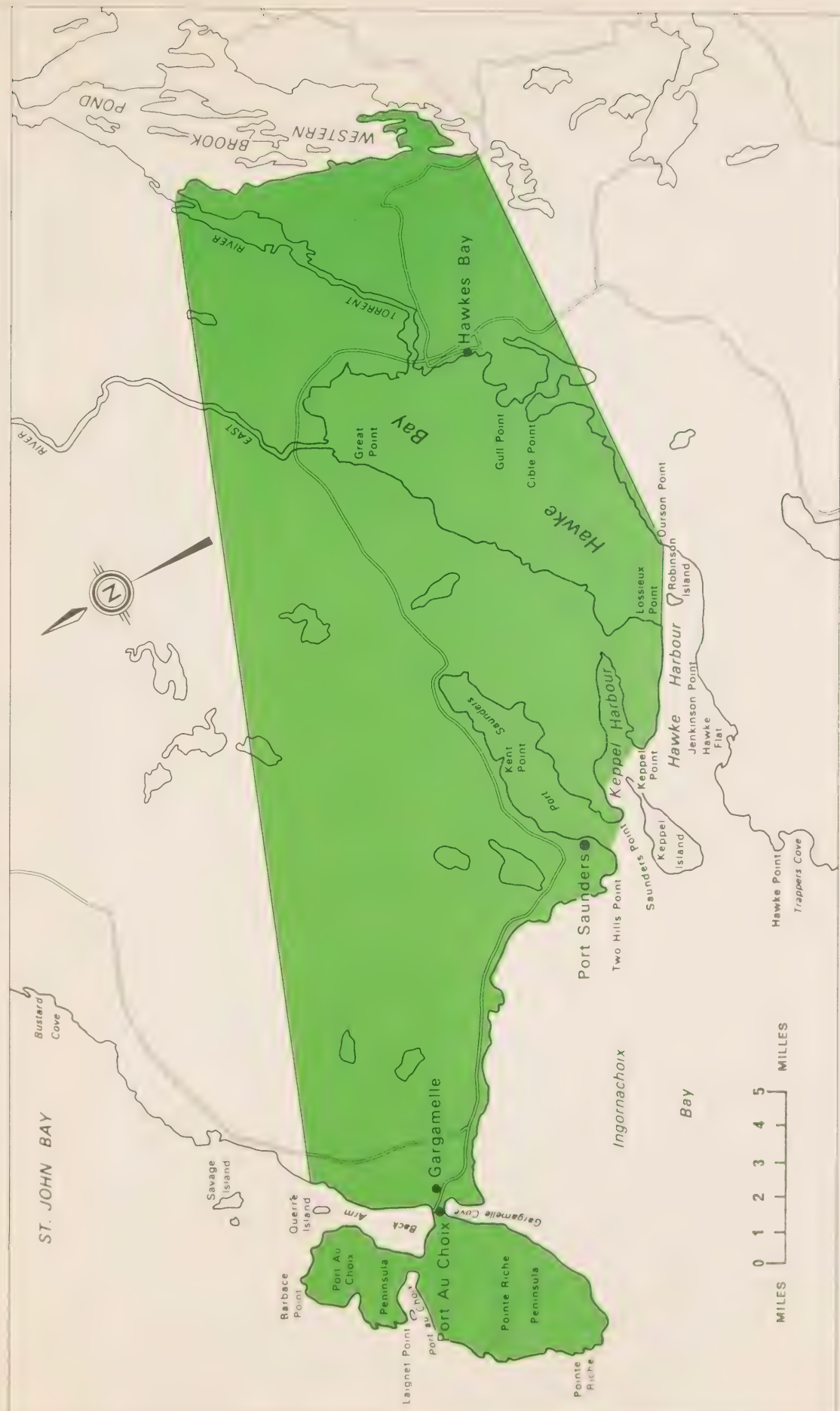


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# HAWKES BAY-PORT AU CHOIX SPECIAL AREA ZONE SPÉCIALE DE HAWKES BAY-PORT-AU-CHOIX



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PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Estimated Cost* (\$'000)	DREE Ratio of Contributions to Loans	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			DREE Payments	Contributions	Loans	Total			
			1970-71			1971-72			
<u>ST. JOHN'S SPECIAL AREA</u>									
1.1 Industrial Park - Mount Pearl New Town	1,600	50:50	586	586	-	-	428	Sept. 30/72	15
The design and construction of internal services (water supply, sewer and access roads) for Phase I (100 acres) of a proposed 600 acre industrial park in Mount Pearl New Town.									
1.2 Trunk Sewer - Mount Pearl Industrial Park									
The design and construction of an initial trunk sewer to connect the industrial park with the existing sewer system of Mount Pearl in the Waterford Valley. The sewer will be compatible with and usable within the full development.									
1.3 Advance Factory - Mount Pearl Industrial Park	160	50:50	58	58	22	44	-	Dec. 31/71	20
The design and construction of a general purpose advance factory building shell of approximately 40,000 square feet.									
	600	0:100	-	-	-	-	600	Mar. 31/73	20





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PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT



PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT



SCHEDULE "B"

PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Estimated Cost* (\$'000)	DREE Ratio of Contributions to Loans	Expected		Maximum		Balance of DREE Funding of Project (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Contributions	Loans			
			1970-71 (\$'000)		1971-72 (\$'000)				
<u>ST. JOHN'S SPECIAL AREA</u>									
1.8 & 9 Water and Sewerage Systems - Holyrood			30	30	590	590	860	Mar. 31/73	20
<p>The design and construction of a water system for Holyrood of a capacity of approximately 130,000 g.d. and of a sewerage system of length approximately 4.8 miles and capacity 130,000 g.d. for Holyrood.</p>									
1.10 Harbour Arterial - St. John's	2,100	50:50	30	30	590	590	1,180		

The design and construction of the following portions of a four-lane limited access divided Highway from the Trans-Canada Highway to St. John's Harbour by way of Mount Pearl New Town.

- (a) Trans-Canada Highway to Bay Bulls Road - length 5.9 miles - grading, base and paving. Classification RAD 60. To include grade separated interchanges at the Trans-Canada Highway and to Mount Pearl New Town; connecting road to Ruby Line and Mount Pearl by way of grade separated





**SCHEDULE "B"**

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**PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT**

Project Description	Total Estimated Cost* (\$'000)	DREE Ratio of Contributions to Loans	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Contributions	Loans			
			1970-71 (\$'000)		1971-72 (\$'000)				
			Contributions	Total	Contributions	Total			
ST. JOHN'S SPECIAL AREA									
1.10 Continued									
Interchange to Mount Pearl through the New Town, to connect with Commonwealth Avenue at a point approximately 1,600 feet north-west of the Old Placentia Road; overpasses at the existing Heavy Tree Road and Pearl Town Road; pedestrian underpass to Mount Pearl New Town at "at grade" intersection at Bay Bulls Road and a structure to carry traffic over South Brook River which will also provide an underpass for passenger vehicles.	10,300	100:0	5,989	5,989	-	-	4,311	Mar. 31/74	-
(b) Bay Bulls Road to New Gower Street and St. John's Harbour via the Waterford River Valley - length 3.0 miles - design only. Classification UAD 40.	500	100:0	-	-	-	300	200	Mar. 31/73	-
1.11 Carbonear to T.C.H. Road									
The design and grading of the approximately 3 miles between Carbonear and Harbour Grace. Classification RCU 40.	640	100:0	444	444	-	96	100	June 30/72	-



PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Estimated Cost* (\$'000)	DREE Ratio of Contributions to Loans	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			DREE Contributions	Loans (\$'000)	DREE Contributions	Loans (\$'000)			
ST. JOHN'S SPECIAL AREA									
1.1.12 Elementary School - St. John's East	1,347	75:25	672	224	896	338	113	451	Dec. 31/71 20
The design, construction and equipping of a free access elementary school of approximately 23 rooms near Kenny's Pond in the northeastern part of St. John's.									
1.1.13 Junior High School - St. John's East	2,494	75:25	1,230	410	1,640	147	49	196	June 30/72 20
The design, construction and equipping of a free access junior high school of approximately 23 rooms near Kenny's Pond in the northeastern part of St. John's.									
1.1.14 High School - St. John's West	2,640	75:25	-	-	-	1,125	375	1,500	Mar. 31/73 20
The design, construction and equipping of a free access high school of approximately 21 rooms between the Topsail and Waterford Bridge roads in the western part of St. John's.									



## PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Estimated Cost* (\$'000)	DREE Ratio of Contributions to Loans	Expected DREE Payments 1970-71		Maximum DREE Funding 1971-72		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)		
			Contributions	Loans	Total	Contributions				Loans	Total
1.15 Vocational School - Seal Cove (Conception Bay)											
The design, construction and equipping of an extension to the existing vocational school. Expansion will comprise the building of 5 shops, a classroom block of 6 rooms and teaching kitchen. Funds will be obtained from the Department of Manpower and Immigration for up to one-half of the total cost, subject to the project meeting the requirements of the Adult Occupational Training Act. The amounts shown represent DREE's share only.											
	663	50:50	213	213	426	109	109	19	20		
1.16 Land Acquisition - St. John's Special Area											
(a) Industrial Park - Mount Pearl New Town (Project No. 1.1).	405	0:100	-	303	303	-	102	-	15		
(b) Harbour Arterial (Project No. 1.10).	4,000	0:100	-	-	-	-	2,000	2,000	20		





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PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Esti- mated Cost* (\$'000)	DREE Ratio of Contri- butions to Loans	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amorti- zation Period Years
			DREE Payments	1970-71	Contri- butions	Loans	Total	Contri- butions	
			(\$'000)			(\$'000)			
ST. JOHN'S SPECIAL AREA									
1.16 Continued									
(c) Carbonear to T.C.H. Road (Project No. 1.11)	58	0:100	-	-	-	58	58	-	Mar. 31/72 20
(d) St. John's East Elementary and Junior High (Projects No. 1.12 and 1.13).	125	0:100	-	112	-	112	112	-	Mar. 31/72 20



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PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Estimated Cost* (\$'000)	DREE Ratio of Contributions to Loans	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Contributions	Loans			
BURIN SPECIAL AREA			1970-71 (\$'000)		1971-72 (\$'000)				
1.17 Water Supply - St. Lawrence	376	50:50	137	137	51	102	-	Mar. 31/72	20
The design and construction of a water transmission system from the Newfoundland Light and Power Canal to the existing system with extensions to the present distribution system. The length will be approximately 12,280 feet with a capacity of 400,000 g.d.									
1.18 Grand Bank Road									
The design and construction of the following portions of the road from Marystown to Grand Bank. Classification RAU 50 - All-weather.									
RCU 40 Cross section.									
Bridge Loading: HS 20-44.									
(a) A bridge across Southwest Arm.	90	100:0	-	-	90	90	-	Mar. 31/73	-
(b) A bridge across Little Brook.	51	100:0	50	-	1	1	-	Mar. 31/72	-
(c) Mile 90.0 to mile 98.5 (Marystown to Winterland) - grading and base.	1,333	100:0	935	-	398	398	-	Dec. 31/71	-



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PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Esti- mated Cost* (\$'000)	DREE Ratio of Contri- butions to Loans	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amorti- zation period (Years)		
			DREE Contri- butions	Loans	DREE Contri- butions	Loans					
										1970-71	1971-72
BURIN SPECIAL AREA											
1.18 - Continued											
(d) Mile 98.5 to mile 105.5 (Winterland to Frenchman's Cove) - grading and base.	630	100:0	512	-	512	118	-	Mar. 31/72	-		
(e) Mile 105.5 to mile 113.4 - grading and base.	873	100:0	672	-	672	201	-	Mar. 31/72	-		
This project also includes completion of Project 5 in Schedule "A" of the Third Highway Agreement between the Province of Newfoundland and the Atlantic Development Board on a stretch of road between mile 113.4 and Grand Bank.											
1.19 St. Lawrence Road											
The design and construction of the following portions of the road from Marystown (Loon's Cove) to St. Lawrence. Classification: RCU 40 Bridge Loading: HS 20-44.											
(a) A bridge across Big Salmonier Brook.	74	100:0	63	-	63	11	-	Sept. 30/71	-		
(b) Mile 97.5 to mile 102.5 - grading and base.	886	100:0	624	-	624	262	-	Dec. 31/71	-		
(c) Mile 102.5 to mile 108.5 - grading and base.	883	100:0	617	-	617	166	-	June 30/72	-		





PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Estimated Cost* (\$'000)	Expected			Maximum			Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
		DREE Payments 1970-71		DREE Funding 1971-72		Loans (\$'000)	Total (\$'000)			
		Contributions	Loans (\$'000)	Contributions	Loans (\$'000)					
BURIN SPECIAL AREA										
1.13 Continued										
(d) Mile 108.5 to mile 113.5 - grading and base.	991	100:0	675	-	675	216	-	216	100	June 30/72
(e) A bridge at The Causeway at Little St. Lawrence.	110	100:0	-	-	-	110	-	110	-	Mar. 31/72
(f) A bridge at The Power House at Little St. Lawrence.	300	100:0	-	-	-	200	-	200	100	Mar. 31/73
1.20 Elementary School - Grand Bank										
The design, construction and equipping of a free access elementary school of approximately 18 rooms.	1,219	75:25	606	202	808	234	78	312	99	June 30/72
1.21 Elementary School - Grand Bank										
The design, construction and equipping of a free access elementary school of approximately 15 rooms.	1,228	75:25	633	211	844	138	46	184	200	June 30/72
1.22 High School - Marystown										
The design, construction and equipping of a free access high school of approximately 17 rooms.	1,410	75:25	729	243	972	30	10	40	398	June 30/72



## PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Estimated Cost* (\$'000)	DREE Ratio of Contributions to Loans	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project (Years)	Amortization Period (Years)
			DREE Payments	1970-71	DREE Contributions	Loans	Total		
BURIN SPECIAL AREA			Contributions	Total	Contributions	Loans	Total		
			(\$'000)	(\$'000)		(\$'000)	(\$'000)		
1.23 Vocational School - Burin									
<p>The design, construction and equipping of an extension to the existing vocational school. Expansion will comprise the building of a student residence, an auditorium and an additional 5 classrooms. Funds will be obtained from the Department of Manpower and Immigration up to one-half of the total cost, subject to the project meeting the requirements of the Adult Occupational Training Act. The amounts shown represent DREE's share only.</p>									
	634	50:50	209	209	418	108	216	-	Mar. 31/72
1.24 Land Acquisition - Burin Special Area									
<p>Burin Peninsula Road (Project No. 1.49) and Elementary School Grand Bank (Project No. 1.21).</p>									
	82	0:100	-	24	24	58	58	-	Mar. 31/72



## PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Estimated Cost* (\$'000)	DREE Ratio of Contributions to Loans	Expected		Maximum		Balance of DREE Funding of Project (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans (\$'000)	Contributions	Loans (\$'000)			
1.25 Water Supply - Arnold's Cove	552	50:50	197	197	394	79	158	Mar. 31/72	20

The design and construction of a water supply for Arnold's Cove. The system will have sufficient capacity to serve approximately 2,200 people. Construction will comprise impounding a reservoir in Eastern Brook and a trans-mission system of approximately 12,500 feet of 14" line from the dam to the Junction at Buffet Road, 2,800 feet of 10" main from Buffet Road to the western end of Merasheen Crescent and 480 feet of 6" line to the Government Wharf.





## PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Estimated Cost* (\$'000)	DREE Ratio of Contributions to Loans	Expected DREE Payments 1970-71		Maximum DREE Funding 1971-72		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans (\$'000)	Contributions	Loans (\$'000)			
GRAND FALLS-GANDER SPECIAL AREA									
1.26 Water Supply - Bishop's Falls	2,140	50:50	752	752	1,504	118	400	Mar. 31/73	20
The design and construction of a surface water supply from Northern Arm Pond for the Town of Bishop's Falls to replace the existing contaminated well water source. The Transmission Main to have sufficient capacity to eventually provide water to the Grand Falls - Windsor region. Capacity approximately 877,000 g.d.									
1.27 Botwood Road									
The design and construction of the following section of the highway between Bishop's Falls and Botwood. Classification: RCU 40. Bridge Loading: HS 20-44.									
(a) The 11.6 miles between Bishop's Falls and Botwood - paving; and the 0.6 miles of access road to Peter's Arm - grading, base and paving.	620	100:0	567	-	567	-	53	June 30/71	-
(b) A bridge at Peter's Brook.	90	100:0	75	-	75	-	15	June 30/71	-



THE UNIVERSITY OF CHICAGO

Design, construction and equipping of an extension to the existing vocational school. Expansion will comprise an Aircraft Maintenance Shop and six classrooms. Funds will be obtained from the Department of Manpower and Immigration for up to one-half of the total cost, subject to the project meeting the requirements of the Adult Occupational Training Act. The amounts shown represent DREE's share only.



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PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREA'S AGREEMENT

Project Description	Total Estimated Cost* (\$'000)	DREE Ratio of Contributions to Loans	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans (\$'000)	Contributions	Loans Total (\$'000)			
STEPHENVILLE SPECIAL AREA									
1.29 Water Supply - <u>Stephenville</u>	2,200	0:100	-	1,368	-	832	832	Mar. 31/72	20
<p>The design and construction of an industrial water supply with a capacity of 19,000,000 g.d. The system comprises two storage reservoirs at Long Gull's Pond and Noel's Pond; and a pipeline conveyance system to the pulp and liner board manufacturing plants being built in the Stephenville harbour area.</p>									
1.30 Roads and Bridges - <u>Stephenville Area</u>									
<p>The design and construction of the following sections of highway in the Stephenville area.                      Classification: RCU 40.                      Bridge Loading: HS 20-44.</p>									
(a) Highway 47 from									
& (b) White's Road Junction									
1.3 miles west towards									
Stephenville -									
reconstruction and paving.									
<p>The access road from Route 47 to the Trade School and Harmon Industrial Area (2.0 miles) - reconstruction and paving.</p>									
213	100:0		186	-	186	27	27	Mar. 31/72	-





Project Description	Total Esti- mated Cost*	DREE Ratio of Contri- butions to Loans	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amorti- zation Period (Years)
			DREE Payments	1970-71	DREE Funding	1971-72			
			Contri- butions	Total Loans (\$'000)	Contri- butions	Total Loans (\$'000)			
STEPHENVILLE SPECIAL AREA									
1.3 Continued									
(c) A bridge at Main Gut (Stephenville crossing) 734 feet long having two traffic lanes with a design speed of 60 mph.	890	100:0	-	-	350	-	350	July 31/73	-
(d) A bridge at Barachois Brook (St. George's) having two traffic lanes and a design speed of 60 mph.	320	100:0	-	-	20	-	20	Mar. 31/73	-
1.31 High School - Stephenville									
The design, construction and equipping of a free access high school in Stephenville of approxi- mately 18 rooms.	1,736	75:25	-	-	675	225	900	Dec. 31/72	20

The design, construction and equipping of a free access high school in Stephenville of approximately 18 rooms.



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PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Esti- mated Cost* (\$'000)	DREE Ratio of Contri- butions to Loans	Expected		DREE Funding 1970-71	Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amorti- zation Period Years
			Contri- butions	Loans		Contri- butions	Loans			
					Total (\$'000)		Total (\$'000)			
<u>CORNER BROOK SPECIAL AREA</u>										
1.32 Trunk Sewer Improvements - Corner Brook	70	50:50	32	32	64	3	6	-	Mar. 31/72	20

The design and construction of trunk sewer improvements to serve a Federal-Provincial land assembly being undertaken jointly by CMHC and the Newfoundland and Labrador Housing Corporation in the Elizabeth Street area of Corner Brook. The sewer will serve 31 acres of residential land as the first phase of a potential development of 300 acres. The improvements will consist of 825 feet, of 12" AC pipe on Churchill St., 640 feet, of 16" AC pipe and 685 feet of 14" AC pipe on Bernard Street, and approximately 10 manholes.

1.33 Water and Sewer Trunk  
Main Extensions Corner  
Brook

The design and construction of water and sewer trunk main extension and subsequent road reconstruction in the Elizabeth Street area of Corner Brook. This project is associated with the Federal-Provincial



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PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Estimated Cost* (\$'000)	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
		DREE Ratio of Contributions to Loans	DREE Payments 1970-71	Contributions	Loans	Total 1971-72		
CORNER BROOK SPECIAL AREA								
1.33 Continued								
land assembly described in Project 32. The extensions are approximately 1,785 feet in length. The sanitary sewer will be of 12" AC pipe, with capacity of 2.7 cfs.; the storm sewer will be of 15" to 24" corrugated metal pipe; and the water main will be of 12" diameter.								
1.34 Industrial Park - Corner Brook	192	50:50	62	62	124	34	68	Sept. 30/71 20
A serviced industrial park of 51 acres is planned in the Maple Valley area. This project consists of the design and construction of internal roads, water supply, and sewerage system for the 25 acres of Phase I.								
	288	50:50	-	-	-	130	260	Mar. 31/72 20



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PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Esti- mated Cost* (\$'000)	DREE Ratio of Contri- butions to Loans	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amorti- zation Period (Years)
			DREE Payments	Contri- butions	Loans	Total	DREE Funding		
CORNER BROOK SPECIAL AREA									
1.35 Extensions to Water and Sewerage System - Corner Brook									
	90	50:50	26	26	52	19	38	Sept. 30/71	20
The design and construction of extensions to the existing system in order to serve new lots within built-up areas. The extensions will service 74 unsettled lots and provide services to 44 existing houses in the Stone's Road, Cooper's Road, Walbourne's Road and Balsam-Pine Street areas.									
1.37 Land Acquisition - Corner Brook Special Area									
(a) Industrial Park (Project No. 1.34).	286	0:100	-	12	12	-	274	Mar. 31/73	20





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The design and construction of a transmission system from the Torrent River and a distribution main to provide fire flows in order to provide service to Hawke's Bay. The capacity of the system will be approximately 110,000 g.d.

1.39 Outfall Sewer -  
Hawke's Bay

The design and construction of an outfall sewer from the proposed land assembly with capacity of approximately 110,000 g.d.

1.40 Residential Land -  
Hawke's Bay

The design and construction of internal roads, water system, and sewerage system for a 50 lot subdivision. Federal financing for approximately three-quarters of the project will be a loan from CMHC. The amounts shown represent DREE's share only.



SCHEDULE "B"

PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description HAWKE'S BAY - PORT AU CHOIX SPECIAL AREA	Total Esti- mated Cost* (\$'000)	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amorti- zation Period (Years)
		Contribu- tions	Loans (\$'000)	Contribu- tions	Loans (\$'000)			
1.41 Water Supply - Port au Choix								
The design and construction of a water system for Port au Choix. The system comprises of a new surface water source (Winter House Brook), trans- mission to the townsite and fish plant and provision of a salt water industrial supply. The system will have a dom- estic capacity of approxi- mately 150,000 g.d. and an industrial capacity of 93,000 g.d. salt and 16,000 g.d. fresh.								
(a) salt water system.	180	-	-	-	-	150	Mar. 31/73	-
(b) fresh water system.	320	-	-	-	-	300	Mar. 31/73	-
1.42 Residential Land - Port au Choix								
The design and construction of internal roads, water system, and sewerage system for a 50 lot subdivision. Federal fin- ancing for approximately three- quarters of the project will be a loan from CMHC. The amounts shown represent DREE's share only.								
	38	-	-	-	-	38	Mar. 31/72	-



## PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Esti- mated Cost* (\$'000)	DRE Ratio of Contri- butions to Loans	Expected		DRE Ratio of Contri- butions to Loans	Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project (Year)	Amorti- zation Ex- posed (Years)
			DREE Contrib- utions	Loans (\$'000)		DREE Contrib- utions	Loans (\$'000)			
HAWKE'S BAY - PORT AU CHOIX SPECIAL AREA										
1.43 Land Acquisition - Hawke's Bay - Port au Choix Special Area										
(a) Residential Land Hawke's Bay (Project No. 1.40).	5	0:100	-	-	-	-	5	-	Mar. 31/72	15
(b) Residential Land Port au Choix (Project No. 1.42).	5	0:100	-	-	-	-	5	-	Mar. 31/72	15





PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT



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PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Estimated Cost* (\$'000)	DREE Ratio of Contributions to Loans	Expected		Maximum		Balance of DREE Funding of Project (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Contributions	Loans			
			1970-71 (\$'000)		1971-72 (\$'000)				
<b>ROADS OUTSIDE SPECIAL AREAS</b>									
1.48 Forest Access Roads									
The design and construction of forest access roads in various locations:									
(a) Roddickton Area - 4 miles of main truck road and 8 miles of bush haul road;									
(b) Construction of 3 miles of bush haul road, including 1 bridge 40 feet long and upgrading 3 miles of existing forest access road;									
(c) Parson's Pond area - 3 miles of bush haul road;									
(d) Central Newfoundland - 14.7 miles of bush haul road;									
(e) Eastern Newfoundland - 6 miles of bush haul road;									
(f) Terra Nova Watershed to Kepenbeck Lake - 42 miles of bush haul road, upgrading.									
	295	50:50	79	79	158	69	68	137	5
							-	June 30/71	



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PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Esti- mated Cost* (\$'000)	DREE Ratio of Contri- butions to Loans	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amorti- zation Period (Years)
			DREE Payments	1970-71	Contri- butions	Loans	1971-72		
				Total			Total		
				(\$'000)			(\$'000)		
<u>ROADS AND SIDE SPECIAL AREAS</u>									
1.49 <u>Burin Peninsula Road</u>									
The design and construction of the following portions of the road from Gooberies to Marystown.									
RAU 50 Alignment.									
RCU 40 Cross Section.									
Bridge Loading: HS 20-44.									
(a) Mile 18.5 to mile 23.4 - completion of grading and base;	166	100:0	147	-	147	19	-	19	Mar. 31/72
(b) Mile 23.4 to mile 27.3 - completion of grading and base;	664	100:0	613	-	613	51	-	51	Mar. 31/72
(c) Mile 27.3 to mile 32.3 - completion of grading and base;	58	100:0	55	-	55	3	-	3	Mar. 31/72
(d) Mile 48.4 to mile 51.1 - completion of grading and base;	66	100:0	56	-	56	10	-	10	Mar. 31/72



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PART 1 - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Estimated Cost* (\$'000)	DREE Ratio of Contributions to Loans	Expected DREE Payments 1970-71		Maximum DREE Funding 1971-72		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans (\$'000)	Contributions	Loans (\$'000)			
<u>1.49 Continued</u>									
(e) Marystown Overpass - completion of structure;	18	100:0	1	-	1	17	-	Mar. 31/72	-
(f) Mile 18.4 to mile 32.3 - completion of base and paving; including additional drainage work and slope protection;	752	100:0	421	-	421	331	-	Dec. 30/71	-
(g) Goobies Overpass;	176	100:0	112	-	112	64	-	Dec. 30/71	-
(h) North Harbour River Bridge;	60	100:0	35	-	35	25	-	Dec. 31/71	-
(i) Mile 0.0 to mile 5.8 - grading and base;	994	100:0	515	-	515	479	-	Mar. 31/72	-
(j) Mile 5.8 to mile 11.3 - grading and base;	1,083	100:0	549	-	549	534	-	Mar. 31/72	-
(k) Mile 11.3 to mile 18.5 - grading and base;	915	100:0	628	-	628	287	-	Dec. 31/71	-
(l) Long Pond Bridge;	25	100:0	23	-	23	2	-	Dec. 31/71	-
(m) Sandy Harbour River Bridge;	83	100:0	74	-	74	9	-	June 30/71	-





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PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Esti- mated Cost* (\$'000)	DREE Ratio of Contri- butions to Loans	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans (\$'000)	Total	Contri- butions	Loans (\$'000)		
<u>ROADS OUTSIDE SPECIAL AREAS</u>									
<u>1.49 Continued</u>									
(n) Mile 32.3 to mile 38.5 - grading and base;	680	100:0	484	-	484	196	-	Sept. 30/71	-
(o) Mile 38.5 to mile 44.8 - grading, base course and slope protection;	1,445	100:0	525	-	525	920	-	Mar. 31/72	-
(p) Dunn's River Bridge;	107	100:0	83	-	83	24	-	Sept. 30/71	-
(q) Clam Brook Bridge;	56	100:0	41	-	41	15	-	June 30/71	-
(r) Mile 51.1 to mile 56.1 - grading;	548	100:0	386	-	386	162	-	Dec. 31/71	-
(s) Mile 56.1 to mile 61.1 - grading;	582	100:0	426	-	426	156	-	June 30/71	-
(t) Rushoon River Bridge;	130	100:0	63	-	63	67	-	June 30/71	-
(u) Mile 61.1 to mile 67.7 - grading and base;	999	100:0	722	-	722	277	-	Dec. 31/71	-
(v) Mile 67.7 to mile 72.9 - grading;	1,041	100:0	849	-	849	192	-	Mar. 31/72	-
(w) Mile 72.9 to mile 80.1 - grading;	1,105	100:0	789	-	789	316	-	Sept. 30/71	-



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EXHIBIT I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Estimated Cost* (\$'000)	Ratio of Contributions to Loans	Expected		Maximum		Balance of DREE Funding of Project (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			Contributions (\$'000)	Loans (\$'000)	Contributions (\$'000)	Loans (\$'000)			
<u>1.49 Burnt Islands</u>									
(x) Rattle Brook Bridge;	56	100:0	48	-	48	8	-	Sept. 30/71	-
(y) South East Brook Bridge;	80	100:0	49	-	49	31	-	Sept. 30/71	-
(z) Red Harbour Bridge.	173	100:0	109	-	109	64	-	Sept. 30/71	-
<u>1.50 Burnt Islands Road</u>									
The design, base construction and paving of the 16.2 miles from Port aux Basques to Burnt Islands.									
Classification: RLU 40.	787	100:0	508	-	508	279	-	Sept. 30/71	-
<u>1.51 Baie Verte Road</u>									
The design, widening, base construction and paving of the following sections of the road from the Trans-Canada Highway to Baie Verte.									
Classification: RCU 40.									
(a) Mile 0 (TCH) to mile 12.4;	757	100:0	591	-	591	166	-	Sept. 30/71	-
(b) Mile 12.4 to mile 26.6;	1,149	100:0	737	-	737	412	-	Sept. 30/71	-
(c) Mile 26.6 to mile 45.0.	900	100:0	-	-	-	-	900	Mar. 31/74	-



## PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Esti- mated Cost* (\$'000)	DREE Ratio of Contri- butions to Loans	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amorti- zation Period Years.
			Contri- butions (\$'000)	Loans (\$'000)	Total	DREE Contri- butions (\$'000)	Total Loans (\$'000)		
<b>ROADS OUTSIDE SPECIAL AREAS</b>									
1.57 Lethbridge-Trinity Road									
The design and construction of the following portions of highway between Lethbridge and Trinity. Classification: RCU 40. Bridge Loading: HS 20-44.									
(a) Mile 18.3 to mile 23.2 - completion of grading, base and paving;	100	100:0	-	-	-	100	-	June 30/71	-
(b) Mile 23.2 to mile 32.0 - grading and base;	1,008	100:0	699	-	699	309	-	June 30/71	-
(c) Mile 32.0 to mile 40.0 - grading;	1,227	100:0	851	-	851	76	300	Sept. 30/72	-
(d) Mile 40.0 to mile 43.5 - grading;	1,050	100:0	722	-	722	128	200	June 30/72	-
(e) Bridge at Southern Bay;	138	100:0	102	-	102	36	-	June 30/71	-
(f) Bridge at Lockston.	70	100:0	-	-	-	70	-	Mar. 31/72	-





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PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Esti- mated Cost* (\$'000)	DREE Ratio of Contri- butions to Loans	Expected			Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Actual- ization Period Year
			Contri- butions	Loans	Total	Contri- butions	Loans			
			1970-71 (\$'000)			1971-72 (\$'000)				
<u>AREAS OUTSIDE SPECIAL AREAS</u>										
1.53 Trinity-Bonavista Road										
Subject to a joint review of the need for railway service to Bonavista, the design and construction of the following portions of the highway between Trinity and Bonavista. Classification: RCU 40. Bridge Loading: HS 20-44.										
(a) Mile 43.5 to mile 48.1 - grading;	1,068	100:0	732	-	732	136	-	136	200	June 30/72
(b) Mile 48.1 to mile 54.1 - grading and base;	815	100:0	571	-	571	144	-	144	100	June 30/72
(c) Mile 54.1 to mile 60.6 - grading and base;	950	100:0	672	-	672	178	-	178	100	June 30/72
(d) Bridges at Laites Brook and Salmon River.	125	100:0	-	-	-	125	-	125	-	Mar. 31/72
1.54 Harbour Breton to Bay D'Espoir Road										

The design and construction of a gravel surfaced road from the Bay D'Espoir highway to the existing Pool's Cove Road Junction and the Harbour Breton Road, a distance of approximately 20 miles. Development road standards as follows:



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PART I - PROJECTS FINANCED BY CANADA AND TRANSFERRED FROM THE FIRST SPECIAL AREAS AGREEMENT

Project Description	Total Esti- mated Cost* (\$'000)	DREE Ratio of Contri- butions to Loans	Expected		Maximum		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amorti- zation Period Years
			Contri- butions	Loans (\$'000)	Contri- butions	Loans (\$'000)			
<u>ROADS OUTSIDE SPECIAL AREAS</u>									
1.54 <u>Continued</u>									
Subgrade top width: 26 feet (with additional 1 foot where guard rail required); Vertical design speed: 30 m.p.h. Horizontal alignment: 50 m.p.h. Base course and surface to be of shot rock.									
(a) Mile 0 to mile 10 - grading and base;	562	100:0	408	-	154	-	154	Dec. 31/71	-
(b) Mile 10 to mile 20 - grading and base;	804	100:0	539	-	265	-	265	Dec. 31/71	-
(c) Conne River Bridge.	104	100:0	62	-	42	-	42	Sept. 30/71	-
1.55 <u>Long Harbour Access Road</u>									
The design, grading, base construction and paving of the approximately 5.7 miles from the Trans-Canada Highway to- wards Long Harbour to the intersection with Highway 108.	900	100:0	449	-	171	-	171	Sept. 30/72	-

\* Estimated cost of projects includes (a) direct costs, (b) 10 per cent allowance, and (c) loans for purchase of land where relevant.



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PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	Maximum DREE Funding 1971-72 (\$'000)		DREE Ratio of Contributions to Loans	Balance of DREE Funding (\$'000)	Deadline For Completion of Project	Amortization Period (Years)
		Contributions	Loans		Total		
ST. JOHN'S SPECIAL AREA							
1.1 Memorial University Engineering Building							
Contributions towards the cost of the design and construction of the Faculty of Engineering Building containing approximately 239,000 square feet of floor area to be located north of the present campus and west of St. John's College. DREE contributions will be made in respect of one-quarter of actual expenditures as incurred on this project, up to the maximum amount of \$2 million. Amount shown is DREE contribution only.							
	2,000	200	-	100:0	200	Sept. 30/73	-
2.2 Quidi Vidi Water Main Extension							
The design and construction of a water main extension from the existing distribution system at Quidi Vidi harbour to the property line of Newman's fish plant, a distance of approximately 600 feet of main covered with fire hydrant.							
	10	5	5	50:50	10	Oct. 31/71	20



## PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1971-72 (\$'000)		Balance of DREE Funding (\$'000)	Deadline For Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
ST. JOHN'S SPECIAL AREA							
2.3 Virginia Park Trunk Sewer	83	100:0	50	-	50	Nov. 30/72	-

The design and construction of a trunk sewer to service the Virginia Park land development of about 1,043 acres starting at the intersection of the Harding Road with the Logy Bay Road, along Logy Bay Road to connect with the existing sewerage system, a distance of approximately 7,660 feet of 24" and 980 feet of 30" main, complete with 16 manholes. Loan funds will be obtained from CMHC for those portions of the system eligible for assistance from the Corporation. The Province will ensure that the necessary priority in the use of available CMHC funds will be given to this project. The amounts shown represent DREE's share only.





## PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1971-72 (\$'000)		Balance of DREE Funding (\$'000)	Deadline for Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
<b>BURIN SPECIAL AREA</b>							
<b>2.4 Grand Bank Road</b>							
The design and construction of the following portions of the Grand Bank Road. Classification: RAU 50 Alignment. RCU 40 Cross Section.							
(a) Marystown to Winterland approximately 7.5 miles of Class A base course and bituminous pavement.	500	50:50	-	-	500	Oct. 31/72	20
(b) Winterland to Grand Beach, approximately 15.0 miles of Class A base course and bituminous pavement.	870	50:50	435	435	870	Nov. 30/71	20
<b>2.5 Marystown Industrial Land Site Preparation</b>							
Clearing and grading of approximately nine acres and the reconstruction of Argyle Street, approximately 1,700 feet between Highway No. 11 and Front Street.							
	150	50:50	75	75	150	Nov. 30/71	20



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PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1971-72 (\$'000)		Balance of DREE Funding (\$'000)	Deadline For Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
BURIN SPECIAL AREA			-	19	19	-	15
2.6 Land Acquisition - Burin Special Area							
Purchase of approximately nine acres of land for an industrial park development in Marys-town, situated on either side of Argyle Street, approximately four acres on the north side and five acres on the south side between Highway 11 and Front Street, together with the purchase and demolition of one structure. (Project No. 2.5).	19	0:100	-	19	19	Aug. 31/71	15



PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description GRAND FALLS - GANDER SPECIAL AREA	Estimated Total Cost of Project Including: (a) Direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1971-72 (\$'000)		Balance of DREE Funding (\$'000)	Deadline For Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
2.7 Gander Water Supply and Storage Reservoir	650	0:100	-	300	300	Mar. 31/73	20
<p>The design and construction of water services located at Gander comprising an intake structure at Gander Lake, pumping station with chlorination facilities and relocation of existing fluoridation facilities, a main pressure line (16") connecting the new pumping station to the existing 10" supply line near the Fraser Road extension, a distance of approximately 6,500 feet and an elevated storage reservoir with a capacity of 1,150,000 Imperial gallons, located near the intersection of Memorial Drive and Lindbergh Road.</p>							
2.8 Grand Falls Water Reservoir and Extension of Distribution System							

The design and construction of a water reservoir of 1,000,000 Imperial gallons capacity at Grenfell Falls connected to the existing Grand Falls system at the junction of Union Street and Lincoln Road by means of an 18" main, to establish





## PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) Direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1971-72 (\$'000)		Balance of DREE Funding (\$'000)	Deadline For Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
GRAND FALLS - GANDER SPECIAL AREA	524	50:50	62	62	124	Mar. 31/73	20
2.8 <u>Continued</u>							

two pressure zones in the Grand Falls area and provide integration with the Windsor system and provide a 12" main from the water reservoir to the industrial park to connect with a similar existing main and permit the extension of water services to an additional industrial area.

#### 2.9 Lewisporte Water and Sewer Systems

The design and construction of a trunk sewer extending from Bowater Avenue through the proposed land assembly of about 100 acres to the existing sewer outfall on King Street, a distance of approximately 4,830 feet consisting of approximately 1,300 feet of 10" diameter and 3,530 feet of 12" diameter pipe. The water line will follow the same course, tying in with the existing water line on Main Street at the intersection with King



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PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	Maximum DREE Funding 1971-72 (\$'000)		DREE Ratio of Contributions to Loans	Balance of DREE Funding (\$'000)	Deadline For Completion of Project	Amortization Period (Years)
		Contributions	Loans		Total		
GRAND FALLS - GANDER SPECIAL AREA	130	65	65	50:50	-	Mar. 31/72	20

2.9 Continued

Street, and will connect with the existing line near Bowater Avenue, a distance of approximately 5,000 feet of 8" pipe (excluding house connections).



PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72



PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1971-72 (\$'000)		Balance of DREE Funding (\$'000)	Deadline For Completion of Project	Amortization Period (Years)
			Contributions	Loans			
STEPHENVILLE SPECIAL AREA							
2.12 Site Preparation - Stephenville Area 6	42	0:100	-	42	-	Mar. 31/72	15
The demolition and/or re-location of buildings in Area 6, and the re-assembly and preparation for development of approximately 40 acres of land in Stephenville Area 6.							
2.13 Road Construction - Stephenville Area 6	165	75:25	42	14	109	Nov. 30/72	20
The design, construction and paving of new streets with a total length of approximately 3,200 feet having two through lanes and two parallel parking lanes; i.e., 40 feet in width between curbs.							
2.14 Regional High School - Stephenville							
The design, construction and equipping of a free access high school for about 800 students in Grades IX, X and XI comprising approximately							





PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72



## PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1971-72 (\$'000)		Balance of DREE Funding (\$'000)	Deadline For Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
CORNER BROOK SPECIAL AREA							
2.16 Harbour Arterial - Corner Brook							
<p>The design and construction of the following portions of a four-lane limited access divided highway from the Trans-Canada Highway overpass to Millbrook with connection to the existing street system. Classification: UAD 40.</p>							
(a) From the end of the pavement on the north boundary of Phase I, Maple Valley Industrial Park to the TCH overpass, grading, base and paving two lanes.	(181)						50:50
(b) From the TCH overpass to Mill Road via Hospital Hill, grading, base and paving, four-lanes, divided, with "at grade" connection to Lear's Road, East Valley Road, Sherwood Avenue and Ingrid Avenue, Piercey's Land; Hospital Road; and							



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PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1971-72 (\$'000)		Balance of DREE Funding (\$'000)	Deadline For Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
<u>CORNER BROOK SPECIAL AREA</u>							
<u>2.16 Continued</u>							
Main Street via Mill Road; connection via the Humber Road (d) and CNR (e) structures to the DPW wharf.	(4,465)	50:50					
Classification: UAD 40.							
(c) Pedestrian underpass at Hospital Hill.	(100)	50:50					
(d) Structures at Humber Road.	(380)	50:50					
(e) CNR overpass. DREE financing for this portion will be reduced by the amount of recovery made by the Province from the Grade Separation Fund. The amount shown is the total estimated cost of the structure, without allowances for recoveries from the Grade Separation Fund.	(650)	50:50					
(f) Structure at Mill Road over the Corner Brook.	(289)	50:50					





PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1971-72 (\$'000)		Balance of DREE Funding (\$'000)	Deadline For Completion of Project	Amorti- zation Period (Years)
			Contri- butions	Loans			
CORNER BROOK SPECIAL AREA							
2.16 Continued							
(g) From Mill Road to Millbrook, grading, base and paving, four-lanes divided. Classification: UAD 40.	(110)	50:50					
(h) From Millbrook to Broadway, grading, base and paving, two-lanes.	(275)	50:50					
Total Cost: Project 2.16 ((a) to (h) inclusive).	6,450	50:50	500	500	1,000	Mar. 31/74	20
2.17 Water Reservoir - Corner Brook							
The design and construction of a water storage reservoir with a capacity of 1,000,000 imperial gallons and connections to the existing distribution system at Elizabeth Street.	168	50:50	70	70	140	July 31/72	20
2.18 Elizabeth Street Reconstruc- tion - Corner Brook							
The design and construction of a portion of Elizabeth Street, approximately 3,000 feet including paving curbs, gutters and side- walks where necessary.	200	50:50	100	100	200	Mar. 31/72	20



## PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	Maximum DREE Funding 1971-72 (\$'000)			Balance of DREE Funding (\$'000)	Deadline For Completion of Project	Amorti- zation Period (Years)
		DREE Ratio of Contri- butions to Loans	Contri- butions	Loans	Total		
CORNER BROOK SPECIAL AREA							
2.19 Junior High School - Corner Brook East							
The design, construction and equipping of a free access junior high school for about 700 students in Grades VII, VIII, and IX, comprising approximately 20 classrooms, 4 shops, 12 special purpose or seminar rooms, library, gymnasium-auditorium, cafeteria, locker rooms, and administrative offices, with a gross area of 69,000 square feet, in Corner Brook East.							
	1,890	50:50	50	50	100	Aug. 31/73	20
2.20 Land Acquisition - Corner Brook Special Area							
(a) Land for Harbour Arterial (Project No. 2.16).	942	0:100	-	600	600	Mar. 31/73	20
(b) Purchase of approximately 7 acres in Corner Brook East for Junior High School (Project No. 2.19).	30	0:100	-	30	30	Mar. 31/72	20



PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72



PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1971-72 (\$'000)		Balance of DREE Funding (\$'000)	Deadline For Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total		
2.23 Land Acquisition - Hawke's Bay - Port au Choix Special Area							
(a) Purchase of approximately 15 acres of land for Regional High School Port Saunders (Project No. 2.21).	6	0:100	-	6	6	Mar. 31/72	20
(b) Purchase of land for Elementary School Hawke's Bay (Project No. 2.22).	3	0:100	-	3	3	Mar. 31/72	20





## PART II - PROJECTS TO BE FINANCED BY CANADA AND STARTED IN 1971-72

Project Description	Estimated Total Cost of Project Including: (a) direct cost (b) 10% allowance (c) loans for purchase of land where relevant (\$'000)	DREE Ratio of Contributions to Loans	Maximum DREE Funding 1971-72 (\$'000)			Balance of DREE Funding (\$'000)	Deadline For Completion of Project	Amortization Period (Years)
			Contributions	Loans	Total			
HAPPY VALLEY SPECIAL AREA								
2.24 Vocational School - Happy Valley	2,144	25:75	150	450	600	1,544	Mar. 31/74	20

The design, construction and equipping of a vocational school in Happy Valley. The school will consist of 11 classrooms, 2 business education rooms, 2 science labs, a library, 4 office rooms, and 11 shops. Funds will be obtained from the Department of Manpower and Immigration for up to one-half of the total cost, subject to the project meeting the requirements of the Adult Occupational Training Act. The amounts shown represent DREE's share only.



SCHEDULE "B"

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PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

Description of Project Investigation or Design	Estimated Total Cost of Investigation or Design	Estimated DREE Contribution	Maximum DREE Contribution 1971-72	Balance	Deadline for Completion of Investigation or Design

ST. JOHN'S SPECIAL AREA

3.1 St. John's Regional Water System

To determine the feasibility of developing a regional water system for the St. John's area based on Bay Bulls Big Pond.

To prepare the preliminary design and cost estimates for a St. John's regional water system based on the recommendations of the feasibility study, if approved by the J.P.C.

To prepare the detailed design and cost estimates for the system based on the preliminary design, if approved by the J.P.C. One-quarter of the total cost thereof will be paid by the Province.

3.2 St. John's Sewage Disposal System

To prepare the preliminary design and cost estimates for a phased diversion of sewage flow in accordance with the proposals of Plan 91 for St. John's,

150,000	112,500	75,000	37,500	Sept. 30/72
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PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

Description of Project Investigation or Design	Estimated Total Cost of Investigation or Design	Estimated DREE Contribution	Maximum DREE Contribution 1971-72	Balance	Deadline for Completion of Investigation or Design
ST. JOHN'S SPECIAL AREA					
3.1 <u>Continued</u>  to eliminate all sanitary sewage discharge into the harbour and discharge it into the open sea outside Quidi Vidi Gut with provision for treatment. One-quarter of the total cost thereof will be paid by the Province.	70,000	52,500	52,500	-	Mar. 31/72
3.2 <u>Adult Training Centre - St. John's</u>  To determine the educational requirements, potential enrolments, and type of adult training facility required in St. John's.					
To prepare the design and cost estimates for such an adult training centre in St. John's, if the J.P.C. authorizes this phase on the basis of the feasibility study. One-quarter of the total cost thereof will be paid by the Province.	200,000	150,000	150,000	-	Mar. 31/72



SCHEDULE "B"

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PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

Description of Project Investigation or Design	Estimated Total Cost of Investigation or Design	Estimated DREE Contribution	Maximum DREE Contribution 1971-72	Deadline for Completion of Investigation or Design
<u>ST. JOHN'S SPECIAL AREA</u>				
3.4 Elementary School - St. John's				
To prepare the design and cost estimates for an elementary school, comprising 20 classrooms, special use areas, gymnasium-auditorium, cafeteria and administrative offices, containing approximately 38,000 sq. ft. of floor space in St. John's West. One-quarter of the total cost thereof will be paid by the Province.	90,000	67,500	67,500	Mar. 31/72
3.5 Junior High School - Mount Pearl				
To prepare the design and cost estimates for a junior high school, comprising 18 classrooms, special use areas, gymnasium-auditorium, cafeteria, library, and administrative offices, containing approximately 70,000 sq. ft. of floor space at Mount Pearl South. One-quarter of the total cost thereof will be paid by the Province.	90,000	67,500	67,500	Mar. 31/72





SCHEDULE "B"

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PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

Description of Project Investigation or Design	Estimated Total Cost of Investigation or Design	Estimated DREE Contribution	Maximum DREE Contribution 1971-72	Deadline for Completion of	
				Balance	Investigation or Design

COME BY CHANCE SPECIAL AREA

3.6 New Townsite - Come By  
Chance Special Area

To determine the most appropriate site for the development of a New Town of about 3,000 population related to the Come By Chance refinery project.

To prepare a plan for the development of the site to include all community facilities and prepare preliminary designs and cost estimates for services (water, sewer, drainage and roads). One-quarter of the total cost thereof will be paid by the Province.

40,000	30,000	-	Mar. 31/72
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PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

Description of Project Investigation or Design	Estimated Total Cost of Investigation or Design	Estimated DREE Contribution	Maximum DREE Contribution 1971-72	Balance	Deadline for Completion of Investigation or Design
<u>BURIN SPECIAL AREA</u>					
3.7 External Services - <u>Burin Area</u>					
To prepare an engineering report on the optimum method of providing trunk water and sewer services to the area between Burin and Salt Pond, and to increase the water supply to the existing Burin system.					
To prepare plans for the development of appropriate sites to accommodate the projected industrial and residential land growth in Burin Municipality.					
To prepare preliminary designs and cost estimates for the approved recommendations. One-quarter of the total cost thereof will be paid by the Province.					
	60,000	45,000	45,000	-	Mar. 31/72



SCHEDULE "B"

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PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

<u>Description of Project Investigation or Design</u>	<u>Estimated Total Cost of Investigation or Design</u>	<u>Estimated DREE Contribution</u>	<u>Maximum DREE Contribution 1971-72</u>	<u>Deadline for Completion of Investigation or Design</u>
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GRAND FALLS - GANDER SPECIAL AREA

3.8 Regional Servicing -  
Grand Falls-Windsor

To prepare an engineering report and recommendations on the requirements for water, sewage treatment and disposal, and inter-connecting roads for the Grand Falls - Windsor urban area, based on population projections for the next twenty years. One-quarter of the total cost thereof will be paid by the Province.

15,000	11,250	-	11,250	Mar. 31/72
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3.9 High School Facilities -  
Grand Falls-Windsor

To determine the requirements for high school facilities in the Grand Falls-Windsor urban area, including the identification of educational requirements. One-quarter of the total cost thereof will be paid by the Province.

5,000	3,750	-	3,750	Mar. 31/72
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3.10 Adult Training Facilities -  
West-Central Newfoundland

To determine the demand for adult training facilities in west-Central Newfoundland, educational requirements, and optimum location. One-quarter of the total cost thereof will be paid by the Province.

7,500	5,625	-	5,625	Mar. 31/72
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PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

Description of Project Investigation or Design	Estimated Total Cost of Investigation or Design	Estimated DREE Contribution	Maximum DREE Contribution 1971-72	Balance	Deadline for Completion of Investigation or Design
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STEPHENVILLE SPECIAL AREA

3.11 Sewage Disposal -  
Stephenville

To prepare an engineering report on the sewage disposal requirements of the Stephenville area taking into account existing problems of pollution and treatment required, optimum outfall location(s), future trunk mains, all in regards to the possible tripling of population within the next 15 years and the preparation of preliminary designs and cost estimates based upon this report. One-quarter of the total cost thereof will be paid by the Province.

25,000

18,750

18,750

-

Mar. 31/72

3.12 St. George's Industrial  
Water Supply

To determine the optimal method of providing fresh water to the industrial area of St. George's and to prepare preliminary designs and cost estimates for a fresh water supply to that area. The design will have sufficient flexibility to allow for the extension of the water supply to the rest of the town. One-quarter of the total cost thereof will be paid by the Province.

25,000

18,750

18,750

-

Mar. 31/72





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PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

Project or Project Investigation or Design	Estimated Total Cost of Investigation or Design	Estimated Free Contribution	Maximum Free Contribution 1971-72	Balance	Deadline for Completion of Investigation or Design

STEPHENSVILLE SPECIAL AREA

3.12 Adult Training Centre -  
Stephenville

To determine the educational requirements, potential enrolments and type of adult training facility required in Stephenville.

To prepare the design and cost estimates for such an adult training centre in Stephenville, if the J.P.C. authorizes this phase on the basis of the feasibility study. One-quarter of the total cost thereof will be paid by the Province.

200,000	150,000	150,000	-	Mar. 31 '72
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SCHEDULE "B"

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PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

<u>Description of Project Investigation or Design</u>	<u>Estimated Total Cost of Investigation or Design</u>	<u>Estimated DREF Contribution</u>	<u>Maximum DREF Contribution 1971-72</u>	<u>Balance</u>	<u>Deadline for Completion of Investigation or Design</u>
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CORNER BROOK SPECIAL AREA

3.14 Sewage Disposal -  
Corner Brook

To prepare an engineering report on the sewage disposal requirements of Corner Brook, existing problems and likely problem areas and to propose solutions with preliminary cost estimates. One-quarter of the total cost thereof will be paid by the Province.

15,000	11,250	-	11,250	Mar. 31/72
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3.15 Traffic Study -  
Corner Brook

To prepare an engineering report on the future transportation patterns in Corner Brook, identifying potential problem areas and recommending solutions, with preliminary cost estimates. One-quarter of the total cost thereof will be paid by the Province.

65,000	48,750	-	48,750	Mar. 31/72
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PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

Description of Project Investigation or Design	Estimated Total Cost of Investigation or Design	Estimated DPEE Contribution	Maximum DPEE Contribution 1971-72	Contribution Balance	Deadline for Completion of Investigation or Design
HAWKE'S BAY - PORT AU CHOIX					
SPECIAL AREA					
3.16 Port Saunders - Marine Centre					
To determine the optimum site of a marine service centre at Port Saunders, and to prepare the detail design and cost estimates for the construction of a haul-out, transfer and storage areas, marine repair building and related works, (site preparation, dredging and utility services). One-quarter of the total cost thereof will be paid by the Province.					
	30,000	22,500	22,500	-	Mar. 31/72



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PART III - FEASIBILITY INVESTIGATION AND PRELIMINARY DESIGN PROJECTS TO BE FINANCED BY CANADA

Description of Project Investigation or Design	Estimated Total Cost of Investigation or Design	Estimated FEE Contribution	Maximum FEE Contribution 1971-72	Balance	Deadline for Completion of Investigation or Design

HAPPY VALLEY SPECIAL AREA

3.17 Water Supply - Happy Valley

To prepare an engineering report on the problems with the existing water supply system in Happy Valley, to determine the most feasible solution, and to prepare the preliminary design and cost estimates for such a system. One-quarter of the total cost thereof will be paid by the Province.

25,000	18,750	18,750	-	Mar. 31/72
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## SCHEDULE "C"

### DEVELOPMENT PROGRAM OUTLINE, 1971-75

#### Community Needs

The First and Second Special Areas Agreements of Canada and Newfoundland are directly concerned with the community infrastructures - the schools, roads, water and sewage systems, servicing of land for housing and industry - that people need in order to live together healthily and with opportunities of improved employment, earnings and living standards for themselves and their children.

Canada is providing assistance to the Province, for the purpose of developing such community assets, particularly in those areas and communities to which people have been moving and where employment opportunities are likely to improve. That is the reason for the designation of the present special areas.

Both Governments recognize that similar improvements are needed by other communities, outside the present special areas. But everything cannot be done at once. The special areas are the places where the Federal funds available for the first two to three years of the program, which began in 1970, can be used most effectively.

Even in the present, the fact that Federal funds are available in the special areas makes it more possible for the Province to proceed with priority projects of benefit to other areas. And for the future, the designation of new special areas will be considered.

The special area projects, together with provincial expenditures for improved infrastructures of other kinds and in other areas, are very important components of an overall development plan for the Province. In the eyes of both Governments, however, there are many other things that have to be done also.



### The Development Plan

A progressive development plan must do three things for the people of Newfoundland. It must make more jobs available. It must help people - employers, workers and people who are self-employed - to increase the efficiency of their operations and get bigger earnings from them. And, on the basis of these economic improvements, it must help people to take advantage of improved opportunities - to get the training necessary for higher paying jobs, to get homes where the jobs are, to establish the community services necessary for good health and a satisfying life.

These elements of a development plan can be identified separately but they cannot be implemented in isolation. They are all necessary parts of effective action.

In proposing a development strategy for the Atlantic region of Canada, the Atlantic Development Council has recently emphasized the central importance of increasing employment in secondary manufacturing industry. It is primarily because there is little such industry that there is such a large economic inequality between the region and the rest of Canada. The Council therefore says: "A more rapid rate of growth and development in manufacturing is the key to accelerated overall development and to the removal of regional disparity".

### Using Resources

Manufacturing industries cannot be conjured out of air. They must have an economic basis in location, resources or people.

For Newfoundland, the fishery is still key to important industrial developments. This is true of the middle water fishery and of an expanded offshore fleet which could compete more successfully in more distant fishing areas where the Canadian share of the catch is presently small.



The development plan will encourage the construction of fishing vessels for these purposes. The federal industrial incentives program will be used to encourage new and improved processing plants. These in turn will need more of the materials and services required for marketing competitive and specialty products. For example, the design, fabrication, and printing of modern packaging could become a significant Newfoundland industry. The federal industrial incentives program will make such developments practicable at St. John's and possibly in the Burin Peninsula.

There are still many opportunities for inshore fishermen to increase their earnings. Emphasis will be placed on increasing the mobility of the fishermen and diversifying their catches. Particular attention will be given to the need for new vessels and gear that would extend the range and the variety of catch of the inshore and middle water fisheries.

Increased employment in fish processing plants will necessarily be concentrated in a limited number of fishing ports. But in a large number of other communities, there is need for improved servicing facilities, modern controlled-temperature fishholding units and other marketing facilities. Canada and Newfoundland are agreed on the importance of such developments. Those that are outside the range of normal federal programs will be strong candidates for assistance under the Federal-Provincial ARDA Agreement, whereby the Department of Regional Economic Expansion, in consultation with the appropriate other federal departments, shares cost with the provincial government.

Newfoundland has under-utilized forest resources. The basic problems are the interspersal of forest holding, privately-owned and leased and Crown, and the lack of adequate primary and secondary transportation systems. These problems not only inhibit greater development of forest resources; they also contribute to the high cost of wood delivered to the mills.



In conjunction with other forestry development programs, Canada will endeavour to assist in the construction of access roads necessary to more efficient utilization, as well as to consider appropriate incentives for processing industries.

The mining industry of Newfoundland and Labrador has increased in output value from approximately \$27,000,000 to \$358,000,000 over a span of twenty years. Exploration expenditures during the period exceeded \$100,000,000 and investment is approaching the \$1,000,000,000 mark.

Although there has been more than a three-fold increase in the value of production on the Island of Newfoundland, by far the bulk of the expansion has been in the iron-ore fields of Labrador.

The future of the mining industry, not only in Labrador but in the Province as a whole may far exceed its present level of development. To this end, the departments of Energy, Mines and Resources and Regional Economic Expansion of the Government of Canada are joining in a program to assist the Province to search out basic geological information that hitherto has been lacking, and consequently to enable the acceleration of exploration activities and development of the mineral resources of Newfoundland and Labrador.

The same federal departments also have arranged a study of the ways in which the Province may obtain maximum benefits from the exploration for, and the possible development of, offshore oil and gas resources.

Deep drilling for petroleum now has begun off the coast of Newfoundland, and the immediate future is likely to witness greatly increased exploration activity and expanding requirements for servicing.

Commercial agriculture has only just begun to make an impact upon the Newfoundland economy, but land capability and soil studies made possible under ARDA and the recent development





of more widespread transportation systems hold promise for substantial agricultural development. The new Division of Agriculture and Food is being equipped with extensive expertise to assist in this development. Besides import-substitution of foodstuffs, opportunities may exist for the development of export markets in certain products.

The factors that will enable the development of commercial agricultural enterprises include funds for capital expansion, improved credit facilities and the provision of the services normally available to farmers elsewhere in Canada, such as machinery servicing, and adequate storage and marketing infrastructures.

The Federal Minister will provide assistance for further studies of the undeveloped potential. The ARDA program is available to provide assistance in developing land for commercial use, and the Federal Industrial Incentives Program is available for plants processing agricultural products.

ARDA can also be used to provide federal assistance for the provincial parks and other recreation facilities that can increase the income available to Newfoundlanders from the attraction of tourists and other visitors to the Province. There is every reason to expect that, with increasing affluence in the world generally, travel and recreation will increasingly become particularly fast growing sectors of the economy. Newfoundland has unique attractions to offer. In addition to the ARDA program, federal assistance is available for commercial developments through the loan guarantee part of the incentives program. This applies to projects on a scale that will make important contributions to the Newfoundland economy and covers not only hotels and motels but also other recreation facilities, shopping centres and other commercial developments.

#### Meeting Needs

The scope for increased manufacturing in Newfoundland is not limited to resource-based industries. The Province's home



market provides demands for many products which are at present brought in, from elsewhere in Canada and from other countries, despite substantial transportation costs.

While the outside producers enjoy advantages of scale which would not be available to local producers, a recent study financed by the Department of Regional Economic Expansion for the Atlantic Development Council confirms what many people had suspected: that there are many products which could be produced efficiently enough, despite the comparatively small size of the Newfoundland market, to compete with outside products that have to be transported long distances.

To increase production within the Province, there is need for more vigorous entrepreneurship. Management skills need improvement. Capital must become more freely available.

The last of these needs can be, and increasingly is being, met in part through the federal incentives program, but that needs to be broadened and strengthened by the kinds of management and financial services and additional funding possible through a Development Corporation which the governments of Canada and Newfoundland are proposing to establish together. This will be especially important for small businesses.

In such industrial development, the main emphasis must necessarily be on production for the Newfoundland home market, but there are also specialties that could be produced in greater quantity in Newfoundland for sale outside. Many of the enterprises that could find and take such opportunities would be on a small scale. For them, the various kinds of services available through the Development Corporation would be crucial for development.

#### The Balance of the Plan

Many of the potential developments described above can be widely spread throughout the Province. While the special areas, and especially the St. John's area, provide the most



favourable locations for many of the potential developments, there is much that is practicable outside those special areas. That is why the Island of Newfoundland is designated for federal industrial incentives. These may be supplemented by provincial incentives for projects outside the scope of the federal legislation. In addition, the proposed Development Corporation can play a crucial role in providing management advisory services and other help. Federal financing can by this means become available to many more local enterprises.

Like the incentives program in the purely private sector of the economy, ARDA is available throughout the Province. It can be used as a cost-sharing instrument to support necessary developments in infrastructure and public services outside the special areas. The Resettlement Program, largely financed by the federal government, is an additional help to people to relocate and thereby take advantage of improved opportunities and services.

This balanced combination of federal programs will assist in the realization of the development objectives for the Province. It provides the framework within which more specialized federal assistance within certain areas, designated now or in the future, will have maximum benefit for the Province as a whole.

The remainder of this Schedule describes in more detail the objectives that, over the whole 1970-75 period, will be pursued by Canada and Newfoundland within the present special areas.

#### ST. JOHN'S SPECIAL AREA

##### Background

The City of St. John's, as well as being the provincial capital and the headquarters for virtually all federal and provincial activities in the Province, contains about one-fifth of Newfoundland's population. It is the major transportation and communications centre; the primary centre for higher





education, having not only the university but also the largest trade school in the Province; and is the major medical centre. Generally, it is the most attractive centre for the rapidly growing financial, community, business and personal service sectors of the economy. It is, for example, the centre of choice for the headquarters of the offshore oil exploration companies presently operating in the Province. It is the place in Newfoundland where year-round tourist and convention facilities are most likely to be developed.

For new industries developing in Newfoundland to replace products imported into the Province, the St. John's area is particularly attractive because the Avalon Peninsula holds about 45% of the provincial population, and a substantially larger share of total provincial disposable income. In addition, the St. John's area can provide the widest range of supporting facilities and services that industry requires.

St. John's and the Conception Bay towns of Carbonear and Harbour Grace are well located for year-round access to offshore fishing grounds to the east and north of Newfoundland. These grounds are presently under-utilized by the Canadian offshore fishing fleet and the location of substantial offshore fishing capability in the St. John's Special Area is a desirable trend in the direction of the fuller utilization of the potential of the fisheries resource of the northwest Atlantic.

St. John's has been growing rapidly, between 1961 and 1966 at the rate of 2,000 people per year. In 1969, its industrial composite employment index stood at 137.7 (1961=100) compared with 130.2 for the Province. This index does not include government, education and health employment, which have grown rapidly.

In recognition of this growth, the 1970-72 Special Areas and Highways Agreement provided for assistance in the development of a "new town" and a related industrial land assembly immediately adjacent to the developed portion of St. John's, as well as assistance in improving and increasing the city's primary and secondary educational facilities.





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The department is assisting the Province financially and technically in studies of municipal service and economic development in the greater St. John's area, as a basis for long-run planning to 1991, to be embodied in an urban region plan. The Province has independently engaged the same consultant firm to undertake a study of local government in the same area.

### Outline

The St. John's Urban Region Plan, which will be completed this fall, together with the decisions taken by the Province as a result of the local government study, will provide the framework within which to determine the regional infrastructure which will be required to accommodate and stimulate further growth, including such items as regional arterial roads, regional water supply systems and pollution control facilities, the development and servicing of adequate and well located supplies of industrial, residential and commercial land, and the institutional and public services essential for full and rapid development, including educational facilities.

Based upon the recommendations of the St. John's Urban Region Plan the Federal Minister will consider the provision of these services in such areas as Torbay, Kilbride, the Goulds and the communities on the Southern Shore of Conception Bay.

The importance of Plan '91 for the development of St. John's is recognized, and the Federal Minister will assist in particular studies necessary to implement those parts of the Plan which will contribute most importantly to development.

An important requirement for growth in the manufacturing sector is the availability of a skilled labour force. Therefore, the Federal Minister will examine with the Province the need for modern educational facilities at all levels, including facilities in the vocational and technical educational field with particular emphasis on adult education and training,



to determine ways in which an appropriately skilled labour force can be developed in the St. John's area. Further to this end the Federal Minister will consider assisting the Province in developing and building polytechnical education facilities.

New technologies are developing in fields of engineering related to the ocean, such as offshore oil exploration and sea mining, and the governments of Canada and Newfoundland will co-operate to take full advantage of the Province's favourable location in the marine environment.

The Federal Minister will attempt to encourage further manufacturing in the St. John's Special Area through the application of the provisions of RDIA including any special provisions required to ensure the rapid expansion of the fish processing industry. The Federal Minister will assist in providing needed facilities such as serviced industrial land, including waterfront sites, and to ensure that services are available for new industries moving into the area.

An examination of the economic base and potential for industrial development of the West Conception Bay area will be undertaken. The potential for expansion in fishery processing and associated catching capacity will be given particular emphasis with a view to the identification of the most suitable location for major expansion of the industry. The identification of economic potential for this area will provide a sound base for specifying the need for industrial water supply and waste treatment facilities, improvements to the transportation network, and serviced residential land and educational facilities.

Incorporated communities within this area that will be examined with a view to the provision of municipal services will include among others, Carbonear, Harbour Grace, Spaniard's Bay and Bay Roberts and Brigus.

The Federal Minister will work closely with other federal departments, including the Ministry of Transport, to assist the Province in stimulating tourism in the St. John's



Special Area. Where this is required, assistance will be provided for accommodation and associated convention facilities through the application of loan guarantees under RDIA. Public projects, such as the restoration of historic buildings and the development of recreational sites, will be considered within the special areas program.

#### COME BY CHANCE SPECIAL AREA

##### Background

The Come By Chance Special Area has a present population of about 2,000. In the area, construction has already begun on the oil refinery. This will require a construction labour force of up to 2,000 and an eventual permanent labour force of about 450. There is potential for related petrochemical industries to locate on the same industrial site as the refinery. The Federal Department of Public Works will design and build a \$20 million docking facility to be used by the refinery, and to be repaid by the user.

The basic advantage of the Come By Chance area is that it is one of the few ports in North America deep enough for very large carriers (200,000 plus tons). It was for this reason that the refinery was sited there, and it may attract other types of industry, including oil exploration and related suppliers.

The 1970-72 Special Areas and Highways Agreement provided for a water supply for Arnold's Cove, which has experienced very fast growth, due primarily to the Resettlement Program. There are virtually no other services in the area. Educational facilities are based on the small rural population and cannot accommodate additional growth.

##### Outline

The Federal Minister will assist in providing serviced residential and commercial land, and the public



facilities, including primary and secondary schools, needed to accommodate an industrial labour force of about 500 and a similar number of persons employed in services related to this growth. A permanent townsite will be required towards the completion of the construction phase. In the meantime, some assistance may be offered to accommodate the temporary construction labour force. The plans which will be developed will allow for the possibility of considerable growth at the same general site.

The Federal Minister will encourage further growth at Come By Chance through the application of RDIA, and the provision of assistance for infrastructure, the lack of which would block specific industries.

#### BURIN SPECIAL AREA

##### Background

The Burin Peninsula contains the largest concentration of modern, large scale fish plants in Newfoundland, and this forms the mainstay of the area economy. Also of importance are the fluorspar mine at St. Lawrence and the shipyard at Marystown.

The 1970-72 Special Areas and Highways Agreement strengthened the natural attractions of the Burin area for additional catching and processing activity by providing for improvements in the roads between the various communities, and the construction of the Burin Highway, and by providing a truck route to the TCH and the major urban centres of the Island. Other projects in the Agreement were related to the provision of educational facilities for the children of the expanding labour force and a water system for the community of St. Lawrence.

In the past year some expansion of the existing fish plants has taken place, and further expansion is anticipated and will be encouraged. The Marystown shipyard has recently received orders for new trawlers, which will enable it to engage in construction as well as repairs of vessels.

The reconstruction of the Burin Highway, the increase in employment in the fish plants, and an increase in disposable





income in the area have created a demand for warehousing, distribution facilities and service industries.

#### Outline

Continued rapid expansion of the fish processing industry is critical to the Burin Special Area if it is to make a significant contribution to regional growth. Of particular importance is the growth of employment both in fish plants and on trawlers and draggers, which provide alternative productive employment opportunities to fishermen engaged in the inshore fishery. This employment growth will be stimulated by the provision of direct incentives to industry and the provision of social infrastructure required either to stimulate or facilitate growth.

The higher returns to labour of the non-seasonal fishery and fish processing are bringing about a concomitant rise in disposable income, leading to increased demands for consumer products and services. This trend is characterized by the shift to urban living.

The Federal Minister will make full use of his powers to provide incentives to processing firms in the form of grants and/or guarantees under the RDIA and will provide needed assistance to major commercial undertakings of general benefit to the area through the use of loan guarantees under RDIA.

The Burin Special Area will be examined with a view to the identification of the most appropriate centres to handle substantial expansion in the harvesting and processing of fish. On this basis, the identification of the facilities and services necessary to accommodate larger fleets and new or expanded processing facilities will be undertaken.

Although the main impetus of development will be towards an expanded fishery, other industry will be encouraged by the federal incentives program and by joint federal-provincial programs.

When the extent of the need has been determined and when sites have been chosen and plans prepared, the Federal



Minister will provide financial assistance to such essential elements as serviced residential and industrial land, improved transportation facilities, and other public services, including educational facilities. There is need for extended servicing in Marystown, Salt Pond, and other major communities in the Burin Peninsula.

The Federal Minister recognizes the tourist potential of the region, aided by its proximity to St. Pierre and Miquelon, and will consider proposals put forward by the Province towards developing tourism.

The region has some agricultural development in beef and sheep raising, and the Federal Minister will assist in exploring potential agricultural development.

#### GRAND FALLS - GANDER SPECIAL AREA

##### Background

This Special Area's economic activity centres around primary processing of wood pulp, at Grand Falls, and service industries, primarily related to transportation in the form of the Gander International Airport and the CNR. The pulp and paper mill at Grand Falls, through more efficient use of its capital and adoption of new methods of production, has been able to increase output while the labour force remained constant.

The airport at Gander, though it has experienced steady growth in utilization as a refuelling stop for air freight movements, still has not recovered to the level of activity that was experienced in the pre-jet era. The Ministry of Transport, in anticipation of increased charter flight activity, and the use of heavier aircraft, is extending the main runway while landing fees have been reduced as an incentive to increase the use of the airport.

The growth which this area has experienced has been primarily in small industries producing goods for the local market and providing services for northeastern Newfoundland,



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whose population's disposable income has shown steady growth.

A strength of the area is its excellent internal transportation system, via the Trans-Canada Highway, and highway-related commercial activities are increasing in importance, particularly at Gander.

Increased farming in the western portion of this area has shown promise.

#### Outline

The 1970-72 Special Areas and Highways Agreement provided for improvement in the road linking the Grand Falls mill to its shipping port at Botwood. It also provided for the development of a regional water supply for the western portion, at Northern Arm Pond, and connected this supply to Bishop's Falls. Extensions to the vocational school at Gander, to provide for aircraft maintenance instructions, were also assisted.

The Federal Minister wishes to promote further development of local market industries in Grand Falls-Windsor, Lewisporte and Gander, and to this end will apply the provisions of RDIA. Support is provided in Schedule "B" for dependable water supplies and sewer services to stimulate this type of growth. As the needs of growth indicate, further support of municipal services, upgraded school facilities, serviced land and access roads will be considered.

The new forestry program announced by the Province will have a large impact in this Special Area. The Federal Minister will respond as appropriate to this provincial initiative, for example, through the provision of assistance for facilities for training forestry workers, or assistance in the construction of forest access roads where this will lead to more efficient utilization and management of the forest potential.

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## STEPHENVILLE SPECIAL AREA

### Background

A new linerboard and pulp mill is under construction, and will provide a mainstay of the area economy. Also important are the industries based on the provincial market and export opportunities which have been attracted by the facilities available on the Harmon complex. Processing of herring for human consumption, which will increase the value added and jobs available significantly over the previous oil and fish meal operation, is also expected to develop at Stephenville. There will be the possibility of storage and processing of agricultural products in Stephenville as a result of developments in the Codroy Valley.

There is a possibility that the gypsum works at St. Georges will expand production. In the same vicinity, evaluation is being carried out of the potential of a salt deposit.

The 1970-72 Special Areas and Highways Agreement concentrated on projects related to the linerboard and pulp mill development, providing a loan for a water supply, and grants for bridges required to improve access to local wood supplies. A secondary school to provide for the increased population was also assisted.

Stephenville has expanded faster than was anticipated a year ago, and is rapidly running out of serviced residential land. A new municipal plan indicates a number of projects which the town plans to undertake itself to provide some infilling on serviced land, to upgrade the business district, and improve the overall quality and appearance of Stephenville.

The adult education centre on the Harmon complex is crowded, with over 1,000 students. Also, a number of former barrack buildings have been converted into inadequate classrooms to meet the demand for educational facilities at the primary and secondary level.





### Outline

The Stephenville area has been growing rapidly and is expected to maintain a rapid rate of growth. Assistance is being provided in the present Agreement for the development of serviced residential land, improvements to the central business district of Stephenville and the provision of educational facilities to meet the needs of the rapidly expanding population. As growth continues further assistance along these lines will be provided.

In addition, investigations will be made of the need for improvements in the industrial water supply system in St. Georges. If this will permit expansion of local industries, assistance for its development will be provided.

With the development of employment opportunities in the Stephenville area the need for adult training facilities will change. Most courses presently provided are of the upgrading type, intended to provide basic academic skills to the people moving into the area. As industries develop, the emphasis will shift to the need for technical and skill development, and the need for facilities designed and equipped to provide more complex technical training may become apparent.

An examination of the scale, nature and type of facility most suitable to serve the developing needs of Stephenville in the adult education field will be undertaken, and the Federal Minister will endeavour to provide the assistance required for such a project.

With the growth of population the need for adequate sewage treatment facilities, capable of accommodating growth without contributing to the deterioration of the environment, will become more apparent. Studies of the nature, scale and most suitable methods of sewage treatment will be undertaken, and assistance will be provided by the Federal Minister to the facilities that investigation identifies as necessary. Future needs for highways and arterial streets will also be studied.



Population growth in Stephenville is also bringing about an expanding demand for service industries and commercial enterprises. The Federal Minister will make necessary assistance available, through the loan guarantee provisions of RDIA and through infrastructure assistance to spur such growth.

#### CORNER BROOK SPECIAL AREA

##### Background

Corner Brook, as the second largest city in Newfoundland, is the major west coast distribution and service centre. The economic base of the area is the pulp and paper mill; manufacturing, particularly related to the construction industry; and services for the west coast of the Island.

The new major wharf facility constructed by the Federal Department of Public Works will increase Corner Brook's distribution function since goods can be shipped direct from Montreal and Halifax, rather than via St. John's.

Increased production at the pulp and paper mill should be made possible by the proposed forestry program. This should offset the expected decline in jobs at the mill resulting from automated methods and subsequent increased productivity of the mill workers.

Corner Brook will also benefit from increased tourist activity related to the development of the Gros Morne National Park.

The City of Corner Brook was created by amalgamating four contiguous communities in 1956. Since then the new city has grown within the context of a comprehensive community plan, which has enhanced its efficiency and attractiveness.

The new agricultural processing complex at Corner Brook which will be constructed with the aid of federal incentives is likely to stimulate further agricultural development primarily in the Cormack area, but also on the West Coast generally.



### Outline

The 1970-72 Special Areas and Highways Agreement provided for assistance in the development of industrial and residential land and also attempted to enhance the effectiveness of the new wharf and improved transportation links by providing funds for the construction of an arterial road linking the waterfront to the Trans-Canada Highway and the new industrial area.

The traffic study referred to in Schedule "B" will help to determine the need for further extension of the arterial system in Corner Brook. Similarly, the sewage situation will be examined, and those works required to accommodate growth without contributing to the deterioration of the environment will be identified, and assistance provided to the extent necessary to permit the City to achieve its full development potential.

It is proposed to prepare a Regional Development Plan for the Special Area to establish the impact of the programs now being implemented and to examine the apparent need for new townsite development. The plans should further establish future development objectives and growth patterns.

The Federal Minister will use his powers to provide incentives to processing or manufacturing firms in the form of grants and/or guarantees under the RDIA.

The Federal Minister will consider the need for improved educational facilities within the region and also the possibility of supporting facilities to encourage tourist development.

### HAWKE'S BAY - PORT AUX CHOIX SPECIAL AREA

#### Background

The 1970-72 Special Areas and Highways Agreement provided infrastructure assistance to Hawke's Bay and Port aux Choix in anticipation of successful development of resource processing. It appears that this level of assistance was warranted by the growth of these industries. The growth in



employment has also resulted in a significant influx of families moving with assistance under the resettlement program.

Eleven boats are presently engaged in the shrimp fishery, and more are being converted. The fish plant is quick-freezing cleaned shrimps and has been very successful in marketing the product. The more diversified fishery has resulted in higher incomes for the fishermen, more employment in the fish plant, and a considerably extended season. There are good possibilities for the expansion of fish processing capacity at Port aux Choix and at Port Saunders, based on this diversified fishery. Supporting these developments in the Special Area is the announcement by the provincial fisheries authorities to locate a fishery service centre at Port Saunders.

#### Outline

When the plans for a fishery service centre have been developed, consideration will be given to ways in which the Special Areas Program may be able further to stimulate the efficient development of a diversified fishery.

The Federal Minister will apply provisions of RDIA as required to assist further fish processing in the area. This type of support will also be considered, if required, in expanding the forest-related secondary manufacturing industries at Hawke's Bay.

To assist in further action, a study of the economic base and industrial potential of the area will be undertaken. This will make it possible to decide on the nature and scale of the further facilities required to make this area a viable and growing centre for the exploitation of the local resources on land and sea.





The Federal Minister will consider assisting in the provision of residential land, industrial land and new highways within the Special Area to accommodate the anticipated patterns of resettlement and growth.

It is recognized that this Special Area will be the centre for activity along this coast, and through the ARDA Agreement, the Federal Minister will support facilities to complement the activities within the Special Area. Such facilities may include fish holding units as well as the development of tourism based on the Historic Dorset Indian site in Port aux Choix, Bonne Bay National Park and the restoration of the Viking Sites at L'ance aux Meadows.

#### HAPPY VALLEY SPECIAL AREA

##### Background

The U.S. Air Force Base at Goose Bay, together with the woods operation, form the economic mainstay of Happy Valley. In spite of some recent minor reduction in the civilian labour force at the base, there have been assurances that the base will continue in operation for the foreseeable future.

Additional potential for the development of the area involves power development at the Lower Churchill site, about 30 miles from Happy Valley. This is one of four sites being considered for a possible uranium enrichment plant, utilizing the hydro potential of the Lower Churchill.

The woods operation is providing rapidly expanding, long-term employment for woods workers. The rapid influx of these woods workers is creating problems in the provision of accommodation. The forestry firm has developed a rental home subdivision for its employees, and the 1970-72 Special Areas and Highways Agreement provided for a serviced subdivision of 50 lots. It also provided for an elementary school and a vocational school to meet the increased demands on educational facilities in the area.



Outline

Since the woods operation will provide permanent employment in Happy Valley and since the Goose Bay Base will continue in existence over the foreseeable future, the improvement of community infrastructures is needed. There is a continual problem of bank erosion along the Churchill River, and there should be housing and an adequate level of municipal services for people moving into employment from Coastal Labrador.

Since the existing labour force in the area is not benefiting from woods development to the maximum extent, primarily because of lack of training, training facilities are required. The provision of these facilities will be supported by the Federal Minister.











